



Metropolitan Toronto

1975

The Municipality of Metropolitan Toronto



Paul V. Godfrey
Chairman
Metropolitan Toronto
Council

CHAIRMAN'S MESSAGE

The Municipality of Metropolitan Toronto enters the final quarter of the Twentieth Century with a solid foundation of achievement. It has fulfilled its original role as provider of the infrastructure upon which this great metropolis has been built. Essential public works have been substantially completed. Urban development has spread to our boundaries and beyond in a controlled and orderly fashion. Concurrently the role of the Metropolitan Corporation has been broadened. New responsibilities have been assigned charging it with the task of equalizing services, benefits and opportunities for all its citizens. These challenges too have been met. But as the corporate manifestation of a dynamic, vital community the Municipality continues to face new issues, to meet new problems, to seek new objectives.

Our primary concern is financial. The expectation of our citizens for more and better public services places an increasing burden on our property

taxpayers that calls for a re-appraisal of our revenue sources.

At the same time the consequences of continuing urban expansion beyond our limits and beyond our control, repeating on a larger scale the problems which faced the Toronto area in 1953, present a challenge to inter-regional cooperation and coordination.

"Metropolitan Toronto 1975" is the sixteenth edition of the booklet which describes the operations of the Municipality of Metropolitan Toronto. It is offered to its readers with pride in our accomplishments and confidence in our future.

A stylized, handwritten signature of Paul V. Godfrey in dark ink.

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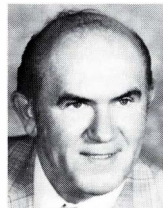
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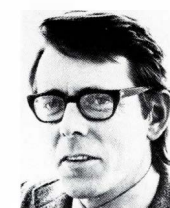
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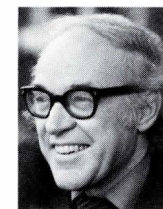
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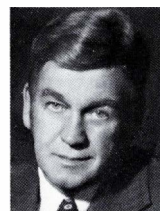
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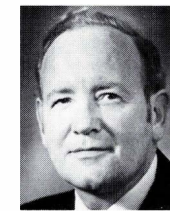
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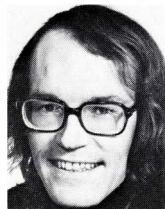
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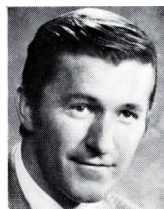
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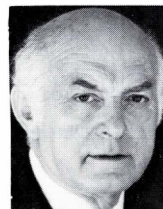
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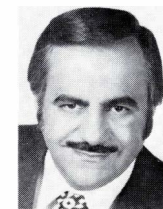
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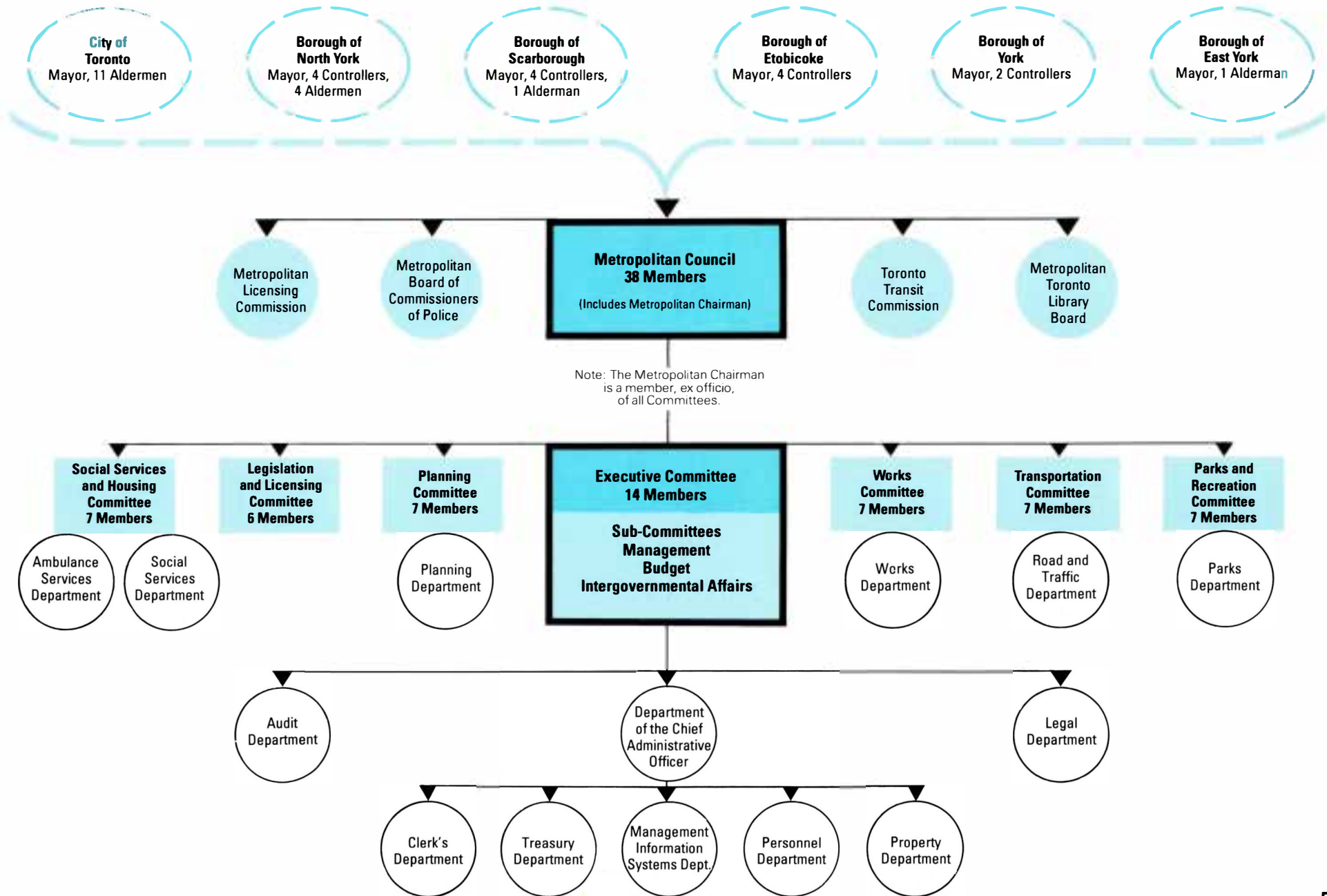


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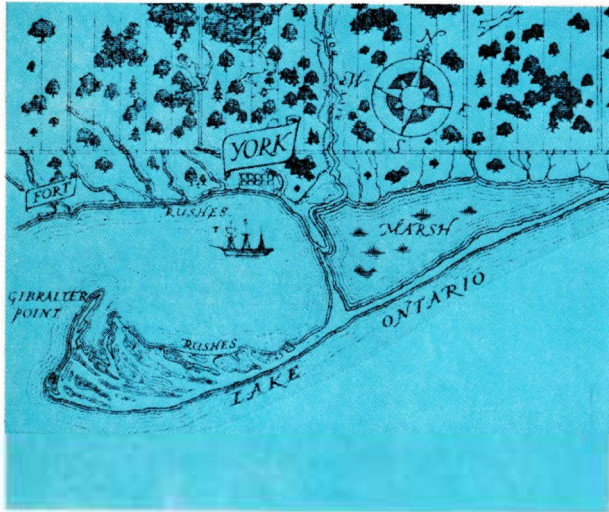


Robert F. M. Yuill
Alderman
North York

Governmental Organization, Metropolitan Toronto, 1975



The Metropolitan Federation



The Municipality of Metropolitan Toronto is a corporate federation of local municipalities in the Toronto metropolitan area. It was created by an Act of the Legislature of the Province of Ontario in 1953 to provide certain unified services to the City of Toronto and its twelve suburban neighbours. In 1967 the membership of the federation was reconstituted to six and additional responsibilities were placed upon the union. In 1975 Metropolitan Council representation was amended and enlarged in recognition of changes in population.

Antecedents

The combination of a protected harbour and an over-land route to the Upper Great Lakes made Toronto an Indian "Place of Meeting". It was also a rendezvous for French voyageurs. Its strategic importance was recognized by Upper Canada's first Governor, John Graves Simcoe, who in 1793 established on the site the provisional capital of his embryo colony.

Simcoe named the Town, York. Its creation was primarily a political and military act with the needs of government given paramount consideration. A fort and garrison were established, a townsite laid out and government buildings erected. Generous land grants were made to government administrators, military personnel and American Loyalists seeking compensation from the Crown. Military roads were constructed; Yonge Street to the north to replace the Toronto Portage, Kingston Road to the east and Dundas Street to the west to supplement water transportation during the winter months when the harbour was frozen. The town grew slowly around its political and military functions until waves of immigration following the Napoleonic Wars engulfed North America and York became a marshalling point for settlement of much of the province. Rural townships were surveyed, a net-

work of roads established, financial and commercial institutions developed and gradually the products of the land, first from the forest then from the farm, began to move back through the port as export trade.

Management of local affairs was committed to a District Court of General Quarter Sessions of the Peace composed of part-time Magistrates appointed by the Lieutenant-Governor-in-Council. The Court, primarily concerned with the maintenance of law and order, was authorized to erect public buildings, improve highways, appoint District officers and assess "rates" against property owners. As the town grew and administrative responsibilities could no longer be carried out on a part time basis, a Board of Police, elected annually by the resident, male householders, was established and empowered to make such rules and regulations "as they might deem expedient" for the preservation of good order in the town and to appoint full time civic officers to carry them out. Finally on March 6, 1834, by a Provincial Act of Incorporation the City of Toronto was created and municipal government vested in a Mayor and Common Council, the Mayor being chosen by, but not necessarily from, the Council.

In the rural areas surrounding the City, administration of civic affairs remained with the Court of Quarter Sessions until 1841 when The District Councils Act provided for popular election of representatives from each township to a District Council which assumed all the administrative powers and responsibilities of the Court. This Act established a rudimentary municipal system in Upper Canada and led to the passage in 1849 of "An Act to provide by one general law for the erection of Municipal Councils... in Upper Canada". The latter Act, familiarly known as the "Baldwin Act", has continued, with amendment and consolidation, as the basic legislation governing the operation of municipalities in Ontario until the present day. It superseded the Incorpora-

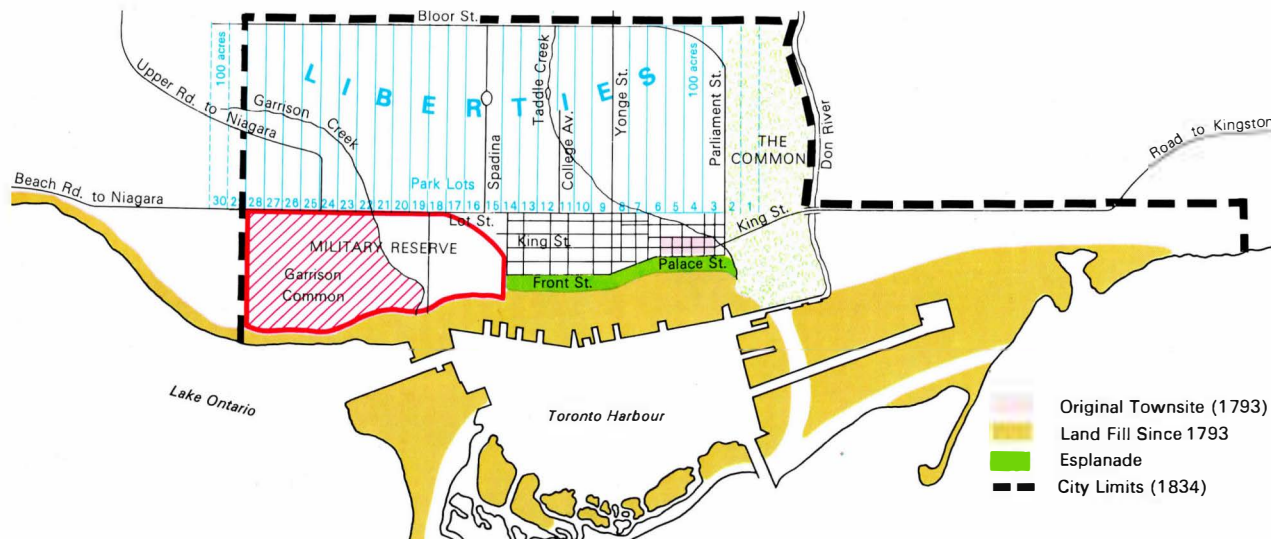
tion Act of the City of Toronto and permitted the establishment of municipal government in the Townships of York, Scarborough and Etobicoke.

Development of the Town of York had been carefully planned and rigidly controlled by the Province. The original town site was confined to a prescribed twelve block area and lands were set aside for garrison and government purposes. Nevertheless, the pressures of growth pushed urban expansion into the government reserves to the west and into York Township north of Queen Street. With incorporation the City's boundaries were enlarged to include not only the built-up areas which were divided into "wards" but also the balance of the township lots, designated as "liberties". Development restrictions were removed and unplanned ex-

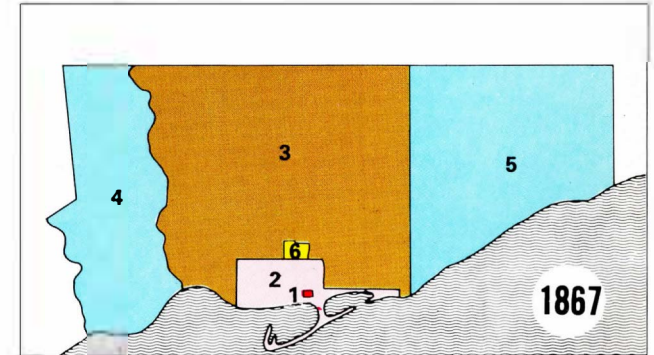
pansion followed. Even the government sold off most of its holdings except those around the fort and garrison.

From the 1834 to 1883 the boundaries of Toronto remained unchanged until once again urban growth extended beyond the City Limits. Then a series of annexations doubled the City's area by the year 1900 and doubled it again by 1920. In the 1920's, however, Toronto reversed its policy of annexing successive developing portions of York Township and left the latter to deal with its own problems of urbanization.

The annexation of North Toronto in 1912 and the establishment of Leaside as an independent municipality in 1913 had driven a deep wedge between the built-up

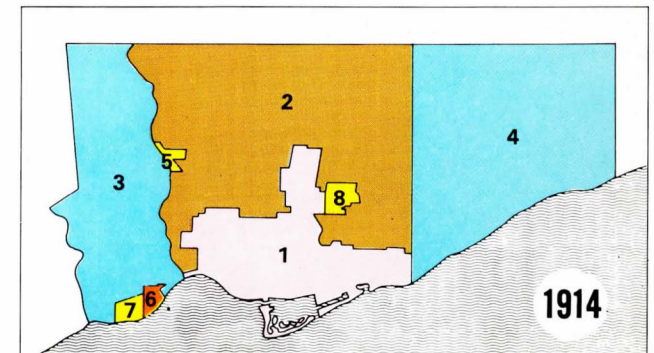


City of Toronto 1834



- 1867
- 1 Original Townsite (1793)
 - 2 City of Toronto (1834)
 - 3 Township of York (1850)
 - 4 Township of Etobicoke (1850)
 - 5 Township of Scarborough (1850)
 - 6 Village of Yorkville (1853)

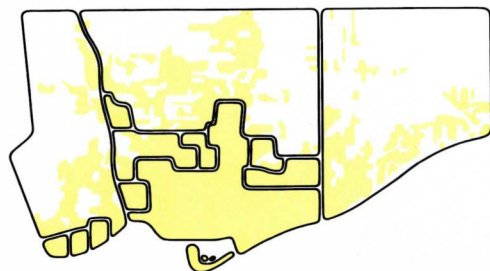
- 1914
- 1 City of Toronto
 - 2 Township of York
 - 3 Township of Etobicoke
 - 4 Township of Scarborough
 - 5 Village of Weston (1881)
 - 6 Village of Mimico (1911)
 - 7 Village of New Toronto (1913)
 - 8 Town of Leaside (1913)



eastern and western sections of York Township which the City did not annex. The rural northern portion of the Township thus found itself involved in urbanization with which it was not in sympathy and the costs of which it could not control. At the same time the isolated communities of Swansea and Forest Hill opted to follow the earlier example of Weston and seek village status leaving the remainder in two isolated pieces. As a result, between 1922 and 1926, York Township was divided into two villages, (Forest Hill and Swansea), two suburban townships (York and East York) and a large rural township (North York).

Meanwhile the extension of the radial electric street railway across the Humber River had led to the establishment of resort and dormitory communities along the lakeshore and, in the years immediately preceding the war, the removal of Mimico and New Toronto from the rural Township of Etobicoke. Finally, in 1930, Long Branch was incorporated as the last of the independent metropolitan suburbs. The division of the metropolitan area into the central city, four towns, three villages and five townships was then complete.

The financial stringencies of the Depression years that followed were extreme and led ultimately to the default



1953 development

of their capital debt obligations by all the municipalities but the City, Swansea and Forest Hill. The resultant curtailment of expenditures on municipal services built up a backlog of servicing needs which was to plague the area when the great movement of people to the cities followed World War II. Thus the Toronto metropolitan area confronted the post-war population explosion with inadequate municipal services, a fragmented municipal structure and a questionable financial reputation.

In the late 1940's and early 1950's many of the suburban municipalities found it difficult to borrow money to finance services for the new population. School facilities were seriously inadequate and badly needed roads could not be provided. In some suburbs, such as North York, which were denied physical access to the lake, the traditional methods of supplying water from wells and treating sewage by septic tanks or small up-stream plants were incapable of satisfying the growing demands. In others, the system of inter-municipal service agreements which had satisfied moderate expansion between the wars broke down under the strain, mainly because they failed to commit the supplier of the service to its expansion.

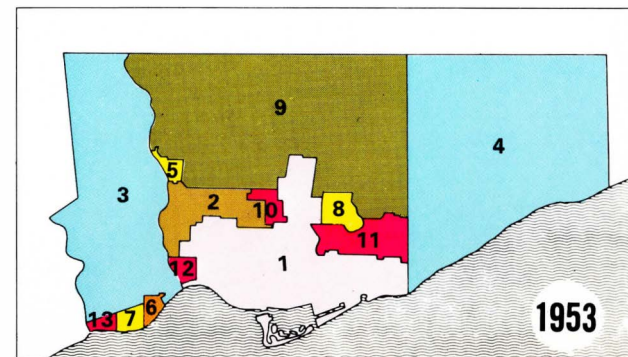
Many solutions were offered for the crisis in local government in the Toronto area. The Toronto and York Planning Board recommended the amalgamation of eight of the municipalities; the City of Toronto proposed to annex the nine inner suburbs and the urban sections of the three large suburban Townships; the Civic Advisory Committee suggested a metropolitan form of government; the Town of Mimico proposed a board of management to administer major public services. The other suburban municipalities opposed any form of amalgamation whatsoever. Following extensive hearings in 1950-51 the Ontario Municipal Board under the chairmanship of the late Lorne R. Cumming,

Q.C., handed down its historic decision on January 20, 1953, recommending the establishment of a federated metropolitan government which would have jurisdiction over matters of common concern to all 13 municipalities. The Provincial Government subsequently adopted The Municipality of Metropolitan Toronto Act and on April 15, 1953, the Metropolitan Toronto Council held its first meeting, assuming jurisdiction over the area on January 1, 1954.

Metropolitan Toronto, 1953

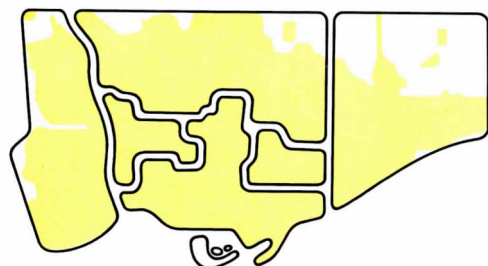
The Municipality of Metropolitan Toronto Act, 1953, provided for a Metropolitan Council of 25 members; a chairman, 12 representatives of the City of Toronto Council and the chief magistrate (Mayor or Reeve) of each of the 12 Metropolitan suburban municipalities. Representation by the City included the Mayor, the two

- 1953
- 1 City of Toronto
 - 2 Township of York
 - 3 Township of Etobicoke
 - 4 Township of Scarborough
 - 5 Town of Weston
 - 6 Town of Mimico
 - 7 Town of New Toronto
 - 8 Town of Leaside
 - 9 Township of North York (1922)
 - 10 Village of Forest Hill (1923)
 - 11 Township of East York (1924)
 - 12 Village of Swansea (1925)
 - 13 Village of Long Branch (1930)



senior controllers and the senior alderman from each of the City's nine wards. From 1953 to 1961, the Metropolitan Chairman was Frederick G. Gardiner, Q.C., a former Reeve of the Village of Forest Hill. He was succeeded by Wm. R. Allen, Q.C., from the City of Toronto (1962 to 1969), the late Albert M. Campbell of Scarborough (1969 to 1973), and Paul V. Godfrey of North York, the present incumbent. In the first instance the Chairman was appointed by the Lieutenant-Governor-in-Council. Thereafter, as in the case of the original Mayor of Toronto (1834 to 1849), he was chosen by, but not necessarily from, the Council.

Initially Metropolitan Toronto concentrated its efforts on the construction of essential physical services required to sustain a population growth averaging around 50,000 persons per year. In those years the Metropolitan Corporation achieved virtually complete solution of the area's water and sewer problems and provided a transportation system combining an extensive road and expressway network and one of North America's most advanced public transit systems. A 5,500-acre regional park system was established. More than 235,000 new pupil spaces were provided in the school system, both in the growing suburban areas and in new schools replacing the obsolete schools of the City of Toronto. An effective regional planning pro-



1967 development

gram was carried out to guide and control the continuing growth of the area.

Despite these successes in sustaining physical and economic development, many problems remained. It was evident that the physical and social needs of the older areas would require increasing attention; financial disparities continued to exist between the municipalities, particularly with respect to school programs; and a growing concern was expressed regarding equality of representation on the Metropolitan Council. In 1963 the Provincial Government appointed a Royal Commission on Metropolitan Toronto and in June 1965, twelve years after the establishment of Metro, the Commissioner, Dr. H. Carl Goldenberg, O.B.E., Q.C., LL.D., issued his report recommending consolidation of the area into four cities, the assumption by the Metropolitan Corporation of many new responsibilities and powers and extensive reorganization of the metropolitan school system.

Metropolitan Toronto, 1967

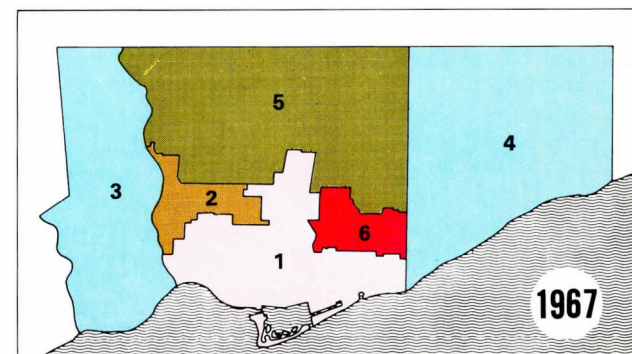
The restructuring of Metropolitan Toronto which was adopted by the Provincial Government in May 1966 incorporated many but not all of the Royal Commission recommendations. The area was reorganized from 13 municipalities to six, the City of Toronto and the Boroughs of East York, Etobicoke, North York, Scarborough and York. The Metropolitan Council was reconstituted with 33 members — the Chairman plus 12 members representing the City of Toronto and 20 representing the five suburban Boroughs in a rough ratio of their varying populations. The Metropolitan School Board was similarly reorganized to give the suburbs greater representation.

Of the new powers and responsibilities assigned the most important relate to schools and social services. In

education, the Metropolitan School Board was given complete responsibility for financing school construction *and* operation, through the establishment of a Metropolitan-wide tax rate, thus eliminating previous disparities in educational financing and making it possible to provide an equal standard of education for every child in the area. The Metropolitan Corporation similarly took over full responsibility for social services. Other new responsibilities included waste disposal, the Canadian National Exhibition, the establishment of a Metropolitan public ambulance service, the financing of regional libraries and authority to participate in urban renewal in conjunction with the Area Municipalities.

The tasks facing Metropolitan Toronto during this second phase were mainly social and economic. Physical services having been made available to the point where development within the Metropolitan Area was virtually complete, an increasing share of urban growth was now taking place beyond the Metropolitan boundaries. The concerns of Metropolitan citizens

- 1967 1 City of Toronto
2 Borough of York
3 Borough of Etobicoke
4 Borough of Scarborough
5 Borough of North York
6 Borough of East York



were turning to the quality of urban life and the stability of neighbourhoods. Reappraisals of the needs of the community, especially in the field of transportation, were instituted at every level, both public and private.

At the same time in the larger sphere the Government of Ontario enunciated its Toronto-Centred Region Concept for guiding the development of the total region during the balance of the Twentieth Century and it created new regional municipalities, York, Peel and Durham around Metropolitan Toronto, and Waterloo, Halton and Hamilton-Wentworth elsewhere, to implement the concept.

Metropolitan Toronto, 1975

Mechanisms for liaison between the regions have been created in the form of a Toronto Centred Co-ordinating Committee, consisting of the Provincial Treasurer and the Metropolitan and Regional Chairmen and a Provincial-Municipal Liaison Committee, a forum for discussion of province-wide issues. However, these bodies are consultative only. Coordination remains a Provincial responsibility or is achieved through the good-will of the various councils.

Within Metropolitan Toronto a number of definitive changes have been instituted in 1975 which will have considerable effect upon both Area and Metropolitan Municipalities.

- Membership on the Metropolitan Council has been amended by providing three additional representatives to North York and one each to Scarborough and Etobicoke, thus increasing the total membership from 33 to 38.
- The Metropolitan Executive Committee has been restructured from eleven to fourteen members by reduc-

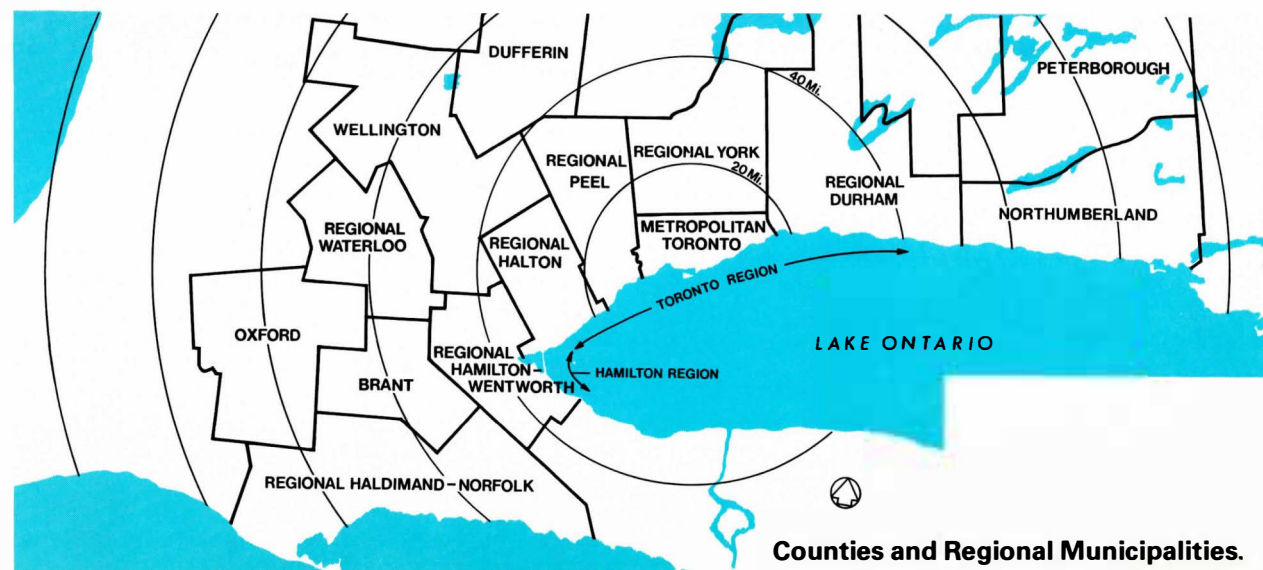
ing the City representation by one and increasing that of North York by two and Scarborough and Etobicoke by one each.

- The Metropolitan Toronto Planning Board has been disbanded and its functions have been assumed by Council acting through a special Planning Committee.
- The administration of the Metropolitan Corporation has been reorganized and the position of Chief Administrative Officer created.
- Responsibility for development control approval is being transferred from Provincial to Metropolitan jurisdiction.

A Royal Commission on Metropolitan Toronto, with The Honourable John P. Robarts, C.C., Q.C., as Commissioner, was instituted in 1974 to examine the structure,

organization and operation of the various municipal governments in the Metropolitan Area. It has now commenced its investigations and hearings and is expected to complete its work before the end of 1976. The Commissioner is empowered to inquire into the present and future social and economic conditions of the area, the division of responsibilities among the various units of government, the organization of councils and the selection of their heads. He will examine the systems of representation and the systems of administration and any other matter deemed relevant. Specifically he is to consider a one-tier or amalgamated form of government.

The report and recommendations of the Royal Commission, as in the previous case, will be presented to the Government of Ontario. Changes to the Metropolitan structure, if any, will only be made by provincial statute.



Counties and Regional Municipalities.

Metropolitan Responsibilities

The Two Level Federation

When the Province of Ontario created Metropolitan Toronto, it rejected the concept of total amalgamation and also the idea of a directly elected special purpose agency to administer specified services. It recognized the need to unify those functions which were common to the whole area but at the same time wished to retain local, personal administration of matters of local concern.

The concept of two-tier municipal government was not new. It had worked successfully in rural Ontario for over a century as traditional county government. The innovative feature, introduced with the creation of Metropolitan Toronto in 1953, was the adaptation to the urban scene of the principle of municipalities cooperating to provide common services through a second level council of local representatives. County responsibilities had been loosely defined under the omnibus Municipal Act and generally included whatever local councillors could agree to centralize. Metropolitan and regional responsibilities are closely defined in specific legislation to meet the varying needs of each region as conceived by provincial legislators. The Province thus chose to refine the federal principle of the existing county structure and to strengthen this type of partnership by assigning to it specific responsibilities of regional scope.

The essential element of the partnership is the decision-making Metropolitan Council composed of local councillors ex-officio whose decisions reflect, if not consensus, at least a majority opinion of the local municipalities as to their needs; producing thereby a minimum of conflict between the policies and actions of Metropolitan Toronto and its constituent members.

It has also ensured a measure of continuity and coordination between the operations of the local Area Municipalities and the Metropolitan Corporation and has contributed significantly to the achievements of the Metropolitan Government.

Metropolitan Responsibilities

In the division of responsibilities it has been a general principle for the Metropolitan Corporation to provide certain public works and services to the local municipalities "at wholesale" and for them to distribute these to their citizens. Classic examples of this type of service are water supply, sewage treatment and garbage disposal. Other services which do not lend themselves to fragmentation have been unified for purposes of efficacy and efficiency. These include public transit, police protection, ambulance services and, initially, property assessment. A third group of services, such as educational financing, elderly persons housing and public welfare have been assigned to the Metropolitan level to ensure that equal and equitable treatment is given to all Metropolitan citizens. Municipal services are identified as local, Metropolitan or shared in proportion to the extent of involvement of each level of municipal government.

Metropolitan Services

Amalgamated services assigned to the Metropolitan Corporation include:

- public transit
- police protection
- welfare administration

- emergency measures
- ambulance services
- elderly persons housing
- development control (pending)

Until assumed by the Provincial Government for wider unification, responsibility for assessment of property, administration of justice and abatement of air pollution were also Metropolitan responsibilities.

Local Services

Those services which are the exclusive responsibility of the area municipalities in the Metropolitan federation include:

- fire protection
- collection of vital statistics
- distribution of electric power
- public parking lots
- preparation of voters lists
- administration of civic elections
- collection of property taxes

Shared Services

The responsibility for most public works and services in Metropolitan Toronto is shared by the Metropolitan Corporation and the individual area municipalities; and it is in these functions that the real nature and purpose of a municipal federation is best illustrated. In the case of each of these shared duties, the degree to which the problem is metropolitan in scope or local in scope has determined the division of responsibility as shown in the following table:

Service	Metro Responsibility	Local Responsibility
Recreation and community services	Regional parks (ravines, waterfront, islands, zoo) Golf courses Regional reference libraries	Neighbourhood parks and playgrounds Recreation programs Community centres, arenas and swimming pools Neighbourhood libraries
Road construction and maintenance	Expressways Major arterial roads Bridges, grade separations, snow removal and street cleaning are the responsibility of the government in whose jurisdiction the road lies.	Minor arterial roads Neighbourhood access roads Local streets Street lighting and sidewalks
Traffic control	Traffic regulation, crosswalks and pavement markings are responsibility of the government in whose jurisdiction the road lies. Traffic lights are a Metropolitan responsibility irrespective of the jurisdiction of the road.	
Water supply	Purification, pumping and trunk distribution system Water is supplied wholesale by the Metropolitan Corporation to the area municipalities who retail it to the consumer.	Local distribution system
Water pollution control	Sanitary trunk sewer system and disposal plants Storm drainage is primarily a local responsibility except on Metropolitan Roads and in few cases where major storm sewers have been required.	Local connecting sewer system
Garbage collection and disposal	Disposal	Collection
Public education	School sites, attendance areas and building programs Operating and capital costs	Operation of school system
Health	Chronic and convalescent hospitals	Public health services
Licensing and inspection	Businesses	Marriage Buildings and building construction Dogs, and dog pounds
Planning and development control	Except for zoning which is a local responsibility, planning and development control are shared by the Metropolitan and Area Municipalities on the same basis as other shared responsibilities.	

Metropolitan Council

Metropolitan Council

The Council of Metropolitan Toronto is composed of its chairman and of members of the Councils of the local municipalities in the Metropolitan Area, including the mayor of each, in a fixed number as follows:

The Borough of East York	2 members
The Borough of York	3 members
The Borough of Etobicoke	5 members
The Borough of Scarborough	6 members
The Borough of North York	9 members
The City of Toronto	12 members

The powers of the Metropolitan Corporation are exercised by the Metropolitan Council as supreme legislative and executive body. It approves policy, authorizes the raising of revenues and the expending of funds for the provision of services. Council operates through committees of its members who consider matters in detail and make recommendations to Council as a whole for approval and implementation. These committees presently consist of the Executive Committee and six Standing Committees as follows:

- The Social Services and Housing Committee
- The Parks and Recreation Committee
- The Transportation Committee
- The Works Committee
- The Planning Committee
- The Legislation and Licensing Committee

The "Staff" or service departments of the Metropolitan Corporation report to Council through the Executive Committee. The "Line" or operating departments, which provide technical services, report through the Standing Committees.

Decisions of Council are made by a simple majority except in financial and personnel matters where a two-thirds vote of Council members present is required to increase an Executive Committee award or reinstate a dismissed department head.

Metropolitan Chairman



Paul V. Godfrey
Chairman

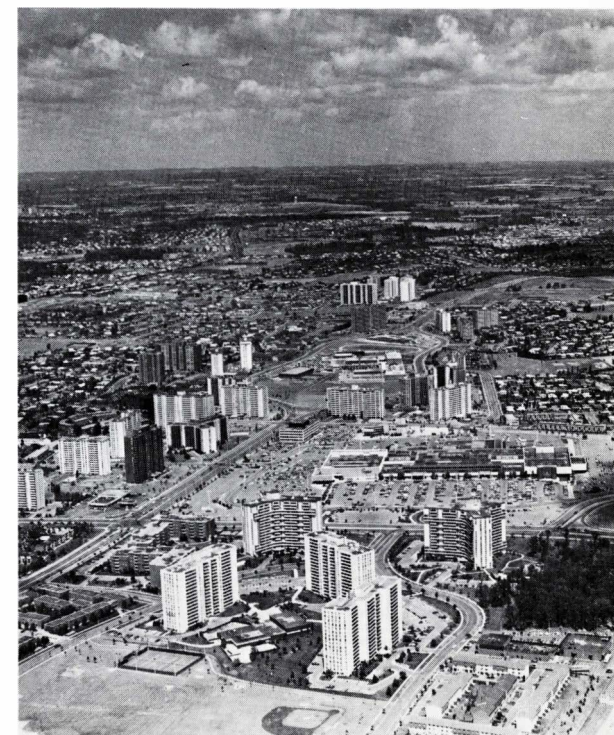
The Chairman of the Council of Metropolitan Toronto is elected by the members of the Metropolitan Council for a term coinciding with their own. Council may choose as Chairman a member of the Metropolitan Council, or any other person. If it chooses a member of an Area Council he must resign that position and be replaced.

The Chairman is by statute head of the Metropolitan Council, the Chairman of the Executive Committee of Council and the "Chief Executive Officer" of the Corporation of the Municipality of Metropolitan Toronto. He has only a tie-breaking vote at Council meetings, but has full voting rights on all committees on which he sits ex-officio.

The Chairman's primary role is the preparation and presentation of policy proposals and issues to Council. He is also heavily engaged in intergovernmental relations providing the only formal liaison with other regional governments through membership on various provincial-regional co-ordinating committees.

Chairman's Department

The Metropolitan Chairman's Department is, in a sense, an extension of the Chairman himself, assisting him in the complex duties, relationships and activities which his high office demands. The Department researches and prepares proposals on general Metropolitan policy for initiation by the Chairman. It assists in the development of policy goals and priorities. It provides for the dissemination of information on Metropolitan policies and programs.



Executive Committee

Executive Committee

The Executive Committee of the Metropolitan Council is, by statute, composed of fourteen members; the Chairman of Council as Chairman, the mayors of the Area Municipalities, the senior controller from Scarborough and Etobicoke, the two senior controllers from North York and the three senior executive aldermen from the City of Toronto; seniority being gauged by number of votes received.

The duties and responsibilities of the Executive Committee are similarly established. It prepares, for Council's consideration, the Corporation's annual estimates, both current and capital. It awards contracts for the supply of goods, services and capital works. It nominates, for Council's confirmation, appointments to boards and commissions and to the civic service.

The Committee also considers and coordinates policy proposals from the Metropolitan Chairman, from the Standing Committees of Council and from other agencies, forwarding them to Council accompanied by its own recommendations for adoption or amendment. To cope with its many responsibilities the Executive Committee is divided into three sub-committees, Management, Budget and Intergovernmental Affairs. Proposals of the sub-committees are reviewed by the whole Executive before being referred to Council for action or confirmation. In addition to their participation on these sub-committees, one or more members of the Executive Committee are assigned to each Standing Committee to provide liaison.

The departments of the Metropolitan Corporation which report to the Executive Committee are the Legal Department, the Audit Department, the Department of Emergency Measures and, through the Chief Administrative Officer, the Departments of the Metropolitan

Clerk, Treasury, Management Information Systems, Personnel and Property.

Subsequent to a decision by the Metropolitan Council in 1974 to enlarge the Canadian National Exhibition Stadium to accommodate professional sports events, Council also provided that the Canadian National Exhibition Association and the Board of Management for Exhibition Stadium report directly to the Metropolitan Executive Committee.

Legal Department



A. P. G. Joy, Q.C.
Metropolitan Solicitor

The Metropolitan Solicitor is responsible for the provision of all legal services required by the Metropolitan Corporation and its boards, agencies and commissions including the Metropolitan Housing Company, the Exhibition Stadium Corporation, the Metropolitan Toronto Zoological Society and O'Keefe Centre. The services provided are of two kinds, those pertaining to the Corporation's legislative capacities and those respecting day-to-day operational responsibilities.

The Legal Department gives advice and opinions respecting the statutory powers of the Council and its agencies to take action on any matter coming before them as well as on any general legal matter. The Department prepares all by-laws for presentation to Council including those necessary to authorize the

commencement of specific Metropolitan projects, the issuance of debentures and the expropriation of lands required for Metropolitan purposes, as well as those of a regulatory nature such as licensing and traffic control.

The day-to-day services performed by the Legal Department include the conduct of litigation brought by or against the Metropolitan Corporation or its agencies. The Department is responsible for all legal work related to the acquisition of real estate by the Metropolitan Corporation. It prepares all contracts and agreements entered into by the Corporation and its agencies.

The Department conducts arbitrations, assists in labour relations, handles appeals under by-laws and prosecutes charges under the Liquor Licence and Liquor Control Act. It processes applications to regulatory or administrative tribunals such as the Ontario Municipal Board.

Audit Department



G. Cuthbertson
B. Comm., C.A.,
Metropolitan Auditor

The Municipality of Metropolitan Toronto Act provides that the Metropolitan Council shall appoint licensed municipal auditors to audit the accounts and transactions of the Metropolitan Corporation and of every local board of the Metropolitan Corporation.

The Metropolitan Auditor in addition to performing an annual audit of the accounts and transactions of the Metropolitan Corporation is required, among other things, to ensure on a day-to-day basis that public funds entrusted to the Corporation are being used in a prudent and legal manner which conforms with the decisions of the Metropolitan Council.

Metropolitan Corporation funds are used by many boards and agencies and the Metropolitan Auditor conducts an annual audit of their accounts. These include the Metropolitan Waterworks System, The Metropolitan Toronto Housing Company, the Metropolitan Toronto Library Board, the Metropolitan Zoological Society, the Board of Management of the O'Keefe Centre, the Canadian National Exhibition, the Toronto Transit Commission and Gray Coach Lines Limited, the Metropolitan Toronto Sinking Fund, the

Metropolitan Pension Fund, the Metropolitan Toronto Police Benefit Fund and the Funds of the Metropolitan Toronto Board of Commissioners of Police.

The Metropolitan Auditor reports annually to Council and to the Ontario Treasurer and Minister of Economics and Inter-governmental Affairs the results of his audit of the accounts of the Metropolitan Corporation and of the other agencies spending Metropolitan funds.

Emergency Measures Department

Resulting from a decision of the Ontario Government to phase-out its Emergency Measures Branch and to withdraw financial support from municipal emergency measures programs, the Emergency Measures Department will cease operations December 31, 1975.

Chief Administrative Officer's Department

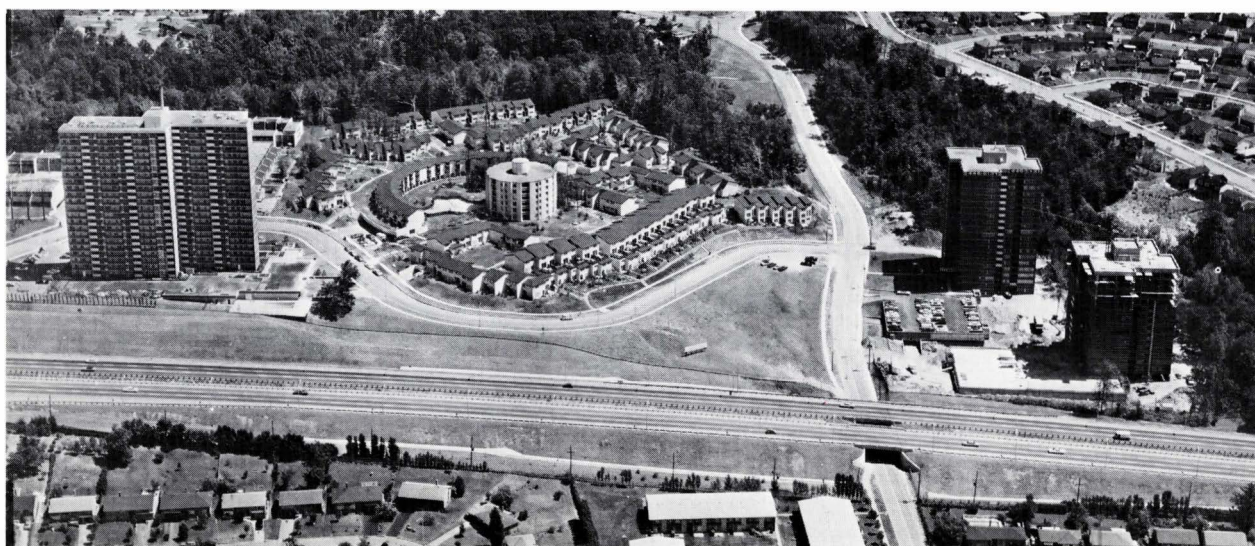


J. P. Kruger
Chief Administrative
Officer

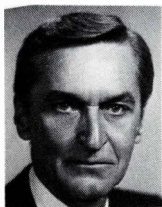
In order to assist the Executive Committee in its coordinating function and to relieve the Metropolitan Chairman of administrative detail, Council in 1975 established a Department of the Chief Administrative Officer. The Chief Administrative Officer is responsible for the overall performance of five staff departments, Clerk's, Treasury, Management Information Systems, Personnel and Property, which report to the Executive Committee and Council through him. He coordinates on a Metro-wide basis the functional responsibilities of these staff departments with respect to other departments, boards, commissions and agencies. He has been charged with developing and implementing new management techniques and systems, particularly with respect to budgeting, reporting and personnel policy.

The Department provides economic and policy research for the Corporation and Council as well as technical liaison and coordination with other governments and inter-governmental agencies and committees.

The Chief Administrative Officer is also acting as temporary operating head of the Department of Ambulance Services until a general manager is appointed by Council.



Clerk's Department



George M. Foster
Metropolitan Clerk

The appointment of a Metropolitan Clerk is established by law. He is required to record the resolutions, decisions and other proceedings of the Metropolitan Council and to keep the originals of all by-laws and minutes of Council and its committees. He must preserve and file all accounts acted upon by the Metropolitan Council. A copy of any official document certified by the Metropolitan Clerk is admissible as legal evidence.

The Metropolitan Clerk receives communications, applications and requests addressed to the Corporation which require municipal action. He is the recipient of all writs, actions and claims served upon the Corporation with respect to the administration of its works and services. He replies to all communications and transmits instructions of Council and its Committees.

The Clerk's Department is responsible for all secretarial services to the Metropolitan Council. A Committee Secretary is assigned to each Council Committee whose duties include gathering departmental reports, preparing committee agendas, distributing them to Council, Department Heads, news media and other interested agencies, recording Committee recommendations and transmitting them to Council for decision.

The Department arranges and conducts all official functions of the Metropolitan Corporation, including the dedicating and opening of Metropolitan works and institutions, the welcoming and entertainment of official guests and visitors and the conduct of official ceremonies.

Treasury Department



J. L. Pickard
B.Comm., F.C.A.
Commissioner of Finance

The Metropolitan Treasurer and Commissioner of Finance is a statutory officer of the Metropolitan Corporation appointed by Council in accordance with the Municipality of Metropolitan Toronto Act. He is, ex-officio, the Treasurer of the Metropolitan Toronto Sinking Fund, the Metropolitan Toronto Pension Fund, the Metropolitan Toronto Police Benefit Fund and the Metropolitan Toronto Housing Company Limited. As custodian of all contracts and other legal documents he has charge of the Corporate Seal of Metropolitan Toronto.

The Treasury Department is organized into six functional divisions:

- The Budgets Division develops budget systems, co-ordinates the processing of the Current Budget through all stages of approval to final adoption by

Council, conducts Budget operational reviews and makes financial analyses and together with the Accounting Division and the Management Information Systems Department is engaged in the establishment of a centralized automated accounting and budgeting system for the Corporation.

- The Accounting Division operates a general accounting system for the Corporation's revenues and expenditures which provides regulatory control of all transactions, prepares interim and annual financial statements, and controls all banking transactions including deposits, transfers and cheque payments.

- The Central Payroll Division prepares and disburses a centralized payroll for Metropolitan employees and administers employee benefit records.

- The Pensions Division administers the Metropolitan Toronto Pension Fund and the Metropolitan Toronto Police Benefit Fund.

- The Funded Debt Division co-ordinates the processing of the Capital Budget (Five Year Capital Works Program), also to its ultimate approval by Council. It arranges the issuance of debentures to provide for the capital requirements not only of the Metropolitan Corporation, but also of the Area Municipalities, the Metropolitan Toronto School Board and the Toronto Transit Commission. It is responsible for investing long term funds including Sinking Funds, Pension Funds and other trust and reserve funds.

- The Administration Division provides central administrative services for other Treasury Divisions, is responsible for short term investments and temporary borrowings for current and capital purposes, arranges insurance coverage for the Corporation and processes insurance claims.

In 1975 The Metropolitan Treasurer will expend some \$482 million for the current operations of the Metropolitan Corporation and will administer the borrowing, reserves for and payment of \$1.7 billion in long term debt for both Metropolitan and Area Municipalities.

Management Information Systems Department



A. Orsava
Director
Management Information
Systems Department

The Management Information Systems Department is responsible for performing data processing services for all departments of the Metropolitan Corporation and its Boards, Agencies and Commissions. The services provided include feasibility studies, systems design and analysis, forms design and control, testing and debugging, documentation and processing. Not having a computer of its own, the Department utilizes the equipment of the Borough of North York and the City of Toronto and various independent service bureaus in Metropolitan Toronto.

Management Information Systems Department also provides specialized services in the nature of computerized survey and engineering functions to the Metropolitan Departments, Toronto Transit Commission

and various Area Municipalities. For this purpose it has developed an MISD Engineering System. This system was originally used for urban road design, but has been modified to be of benefit to the TTC in its subway design. These computer programs solve a wide range of urban surveying and engineering problems. They form major computer systems, Surveying, Engineering, Plotting and Data Management.

Personnel Department

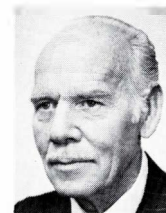


W. J. Milks
Personnel Officer

The Metropolitan Personnel Department administers a centralized personnel program servicing all Departments of the Metropolitan Corporation and the Metropolitan Licensing Commission.

The major activities of the Department include recruitment of staff and the administration of a merit system of promotion; administration of job classification, pay plans and medical examinations; administration of management and supervisory training and organization development at all levels; direction of Corporation-wide safety programs, and administration of workmen's compensation and other benefits; administration of labour relations matters involving the negotiation of eight collective agreements and the processing of grievances and arbitrations.

Property Department



B. M. Hemblen
Commissioner of
Property

The Metropolitan Property Department is responsible for the management of the Metropolitan Corporation's real estate. It provides for the acquisition and disposition of Metropolitan properties and for their construction and maintenance.

The Department's Real Estate Division evaluates and negotiates acquisition by lease, purchase, expropriation or easement of lands and structures required for roads, watermains and reservoirs, sewers and treatment plants, parks, offices and institutions. It prepares valuations for properties surplus to Metropolitan requirements and arranges for their lease or sale.

The Construction and Maintenance Division supervises the construction, remodelling and repair of Metropolitan facilities. It provides maintenance services for police stations, administrative buildings, welfare offices, day care centres, hostels, etc. and the Old City Hall. Residential, commercial and industrial properties acquired for future Metropolitan projects are, on occasion, leased out by the Construction and Maintenance Division until they are required. A gross rental of more than \$1 million annually is recovered from the short term leasing of some 500 stores, restaurants, industrial buildings and residential properties.

The Property Department maintains 25 police buildings; it has three under construction and a police college in the planning stage. It does not, however, have jurisdiction over special use structures such as filtration and sewage treatment plants or incinerators which are maintained by the Works Department.

In 1974 the Property Commissioner was authorized by the Metropolitan Council to implement and coordinate the expansion of the Canadian National Exhibition Stadium.

In 1975 he was charged with responsibility for all construction, repair and maintenance of buildings, grounds, roadways and gardens at Exhibition Place.

The Subway Property Committee, which consists of the Metropolitan Property Commissioner, the Metropolitan Planning Commissioner and the Manager of Property and Special Assignments for the Toronto Transit Commission, is a special purpose technical committee which, subject to the approval of the Metropolitan Executive Committee and Council, acquires lands for rapid transit purposes, disposes of surplus lands and negotiates the lease of "air rights" for private development over the subway right-of-way.



Canadian National Exhibition

The Canadian National Exhibition in its 97th year continues to be the world's largest annual fair. During its 20-day season from mid-August to Labour Day it attracts each year over 3 million visitors to its programs, displays and amusement attractions. Its variety of sights, sounds and activities includes flower and fashion shows, animal judging, athletic competitions, agricultural and industrial exhibits, band concerts and a galaxy of top line performers nightly at its Grandstand.

Civic responsibility for the Exhibition was transferred to the Metropolitan Corporation by the City of Toronto in 1965. Its operation is now carried on under agreement between Metropolitan Toronto and the Canadian National Exhibition Association whose 206 members are drawn from government, industry, agriculture and the liberal arts. A 38-member Board of Directors and an Executive Staff are responsible for the management of the Exhibition and, as agent for the Metropolitan Corporation, for the utilization of the buildings in off-season for a variety of trade shows and other special events. Excepted from this arrangement is the Exhibition Stadium which operates under a separate board of management.

Maintenance of the 350-acre Exhibition Place and its dozen buildings is the responsibility of the Metropolitan Property Department. A permanent staff committee, consisting of a representative of the Metropolitan Chairman, the Metropolitan Commissioners of Parks, Planning, Property and Finance and the General Manager and Treasurer of the Canadian National Exhibition Association, has been established to coordinate the preparation of a new development plan for more intensive use of the area and its facilities.

As an adjunct to the Canadian National Exhibition, the

Royal Agricultural Winter Fair utilizes the Coliseum complex at Exhibition Place for nine days in mid-November to exhibit Canada's Show Window of Agriculture. Operating under a separate Royal Winter Fair Association it provides display and judging of farm produce and animals and features the Royal Horse Show.

Adjacent to and complementing Exhibition Place is Ontario Place, a 96-acre exhibit and amusement area created by the Government of Ontario in 1971. Its three man-made islands contain a five module steel and glass exhibit pavilion, an 800-seat "Cinesphere", a 2000-seat open air Forum, a 2-acre Children's Village playground and a 320-slip marina, besides numerous boutiques and restaurants.

Exhibition Stadium

In 1948 the Grandstand at the Canadian National Exhibition was rebuilt, after a fire, with a seating capacity of 21,000 persons. In 1959 the addition of temporary bleachers on the south side of the Grandstand track added 12,135 more seats for use at the Argonaut Football Club's professional football games and at other sports attractions. After an exhaustive search to find an adequate site for a stadium to accommodate all types of amateur and professional sport, the Metropolitan Council decided in 1974 to expand the Exhibition Grandstand into a full stadium complex and to construct facilities to bring the total capacity to 55,000 seats. An Exhibition Stadium Corporation has been created to operate, manage and maintain the Stadium through a 7-man board of management.

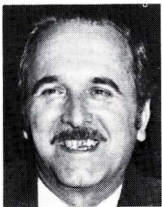
The Metropolitan Corporation is diligently seeking a major league baseball franchise to complement the other sports, professional, semi-professional and amateur, which will use Exhibition Stadium.

Social Services and Housing Committee

Social Services and Housing Committee

The Social Services and Housing Committee is one of the six standing committees of Council which deal with specific functions of Metropolitan responsibility. It is composed of seven members of the Metropolitan Council plus the Metropolitan Chairman who is ex-officio a member of all standing and special committees. Through the Department of Social Services, the Committee administers the Metropolitan Corporation's various welfare and social service programs for the citizens of Metropolitan Toronto. The costs of these services represent the largest segment of the Corporation's expenditures, being 26.4% in 1975. However, senior governments support the program in varying proportions to a total of 59% of its costs. The Social Services and Housing Committee also supervises the operation of the Department of Ambulance Services.

Social Services Department



R. R. Tomlinson
Commissioner of
Social Services

The Metropolitan Corporation, through the Department of Social Services, develops and implements a broad range of programs aimed at meeting the complex and diffuse social needs of a large urban community, including services for seniors, day care services for children, income maintenance, community social services and housing services.

The Homes for the Aged program provides for planning, construction and operation of all municipal Homes for the Aged in the Metropolitan area. This year marked the opening of Castleview Wychwood Towers, replacing outdated Lambert Lodge and providing modern accommodation and care for some 480 senior citizens. The capacity of the Department's eight Homes—Greenacres, Hilltop Acres, Kipling Acres, Bendale Acres, True Davidson Acres, Fudger Home, Cummer House and Castleview Wychwood Towers—is 3000 beds. These Homes provide more than shelter for senior citizens. Social, recreational and community day centre activities are an increasingly important facet of the program.

For older people who need some care but not all the services of a Home for the Aged, the Department obtains assistance of a less institutional nature from private agencies. Ranging from large private institutions, such as those operated by church and charitable organizations, through smaller group homes to individual private homes, alternative types of care are made available to some 200 senior citizens. The Department also supports the services provided by community organized Elderly Persons Centres such as "Meals on Wheels", a program which offers hot meals to elderly persons in their own homes.

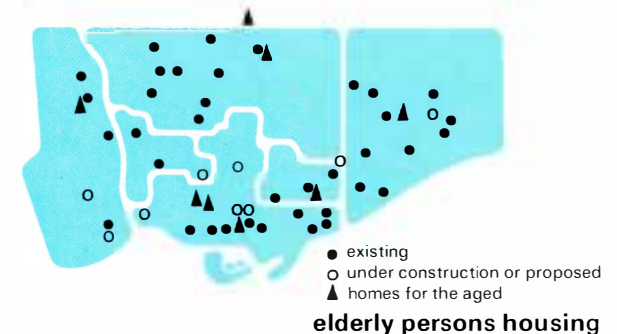
The Metropolitan Council has also arranged for the Toronto Transit Commission to give reduced transit fares to Metro's senior citizens. Identification cards for this purpose are issued by the Social Services Department. Since the program was initiated in 1971 over 156,000 cards have been issued.

The Nursery and Day Care program of the Social Services Department provides care and supervision for

children from single parent families where the parent is maintaining the family through employment; for children from homes where both parents must work because of limited or intermittent income of the head of the family; and for children with urgent health or social needs which can best be provided through a day care centre.

The Department operates 32 day care centres, three having been opened in 1975. Nevertheless, the program continues to expand at a high rate requiring the assistance of many private and non-profit centres which receive financial support from the Department. By the end of 1975 provision will have been made for nearly 5600 children in Metropolitan and private centres.

As with the elderly, a range of alternative services has been arranged to suit the varying needs of families. Care is provided for children from age 6 months to 10 years. Fees are charged on a sliding scale which takes into account the parents' financial resources and commitments.



General Welfare Assistance is a major responsibility of the Social Services Department. A variety of income maintenance and social service programs give assistance to persons and families in need. Allowances are provided for shelter, food, clothing, drugs and fuel. Supplementary aid may also be given for special items such as dentures, eye-glasses, transportation, moving costs, etc., and for other extraordinary costs of living.

Income maintenance programs, benefitting some 50,000 persons per month, are administered through ten district offices of the Social Services Department throughout the Metropolitan Area. Federal and Provincial grants subsidize 80% of the program costs.

The Department's District Offices are concerned with more than just financial assistance. They are truly "Community Service Centres". They offer a range of personal services which include family counselling, rehabilitation counselling, home making instruction and day care.

Where necessary private services are obtained for welfare assistance recipients. Professional counselors, visiting nurses, homemakers and home help services are provided and paid for by the Department. In conjunction with the Toronto Board of Education, academic upgrading and job training are given to some 150 persons annually through a Work Activity Program.

Emergency short-term family accommodation is available for up to 100 persons rendered homeless by fire, eviction or other social factors. 500 unemployed and unemployable homeless men are accommodated at Seaton House, while a single men's hostel gives short-term housing to transient employable males.

The Landlord and Tenant Advisory Bureau is a community service which, while it has no enforcement power, receives complaints from both tenants and landlords and attempts to mediate their disputes. It circulates information concerning rental practices, rights and remedies and investigates contraventions of the laws of tenancy. The Bureau handles over 50,000 inquiries a year.

The Metropolitan Toronto Housing Company Limited was formed by Metropolitan Toronto Council in 1954 for the provision of comfortable, self-contained housing accommodation for senior citizens.

It operates both limited dividend projects, where rents are required to meet operating expenses and geared-to-income projects. Financing is shared by the Federal, Provincial and Metropolitan Governments. In 1975 over 9,250 units were leased out and an additional 1,300 units are in the development stage.

Public family housing in Metropolitan Toronto is presently operated by the Ontario Housing Corporation with the Municipality assuming 7½% of operating losses. Some 30,627 units are currently available.

With the adoption of a Metropolitan Toronto Interim Housing Policy, the development and management of public housing may change the present status of The Metropolitan Toronto Housing Company Limited and see it assume a wider role. It will become, in addition to its present status, a non-profit corporation, in order to develop a wider range of housing.



Ambulance Services Department

Effective September 1, 1975, the Municipality of Metropolitan Toronto is the exclusive operator of ambulance services in the Metropolitan area. After that date privately owned ambulances operate under contract and will be integrated into the Metropolitan service. The operating arm of the Corporation for this purpose is the new Department of Ambulance Services which reports to Council through the Social Services and Housing Committee.

Including private vehicles, the Department operates some 100 radio-equipped ambulances carrying the best life support equipment available for emergency care and transportation of the citizens of Metropolitan Toronto. During emergency runs the ambulance attendants can request medical advice and expedite reception of patients at hospital.

This two-way communication is made possible by the Department's Communications Division which provides round-the-clock dispatch and support service to the Ambulance Division. Six dispatchers maintain telephone and radio facilities enabling immediate response to emergency situations. Liaison and communication is maintained with Metropolitan Police and local fire departments and with the Corporation's operating agencies.

The Training Division is currently engaged in an in-depth training of its own newly acquired personnel for accident treatment, safety, first aid and defensive driving. It is anticipated that the program will be expanded to include all Metropolitan employees and ultimately the general public.

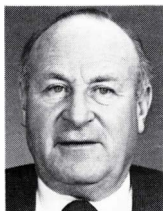
Parks and Recreation Committee

Parks and Recreation Committee

The Metropolitan Parks and Recreation Committee is the architect of Council's parks and recreation policies and is responsible to Council for the operation of the Metropolitan Toronto Parks Department which implements those policies, developing and managing the parks system. It is the general intent of Metropolitan Toronto to provide parks of regional scope serving the total metropolitan community and accommodating its widely diversified interests and activities. Development is extensive rather than intensive taking advantage of, but not confining itself to, the valleys traversing the metropolitan area; preserving their natural condition where it still exists in order to offer opportunities for outdoor experience and to serve as laboratories for outdoor education and conservation.

The Committee also reports to Council with respect to the operations of such special recreational agencies as Metropolitan Toronto Zoological Society, The Metropolitan Toronto and Region Conservation Authority and the Civic Garden Centre.

Parks Department



T. W. Thompson
Commissioner of Parks

The Metropolitan Parks Department was created in 1955 to formulate plans for an open space system and to develop the Toronto Islands as a Metropolitan Park

after their transfer to the Metropolitan Corporation by the City of Toronto. Since that time the parks system has been expanded in several ways:

- by additional transfers, portions of the Scarborough Bluffs and of the Humber Valley;
- by gift, Serena Gundy Park, Sunnybrook Park;
- by direct purchase, Humber and Don Valley Golf Courses, James Memorial and Edwards Gardens;
- by shared purchase, Earl Bales Park (the former York Downs Golf Course), and Tam O'Shanter Golf Course;
- by agreement with The Metropolitan Toronto and Region Conservation Authority, for use of valley flood lands, and reclaimed waterfront lands.

The Department presently manages some 7,800 acres of parkland, of which 6,000 acres have been acquired by this last method.

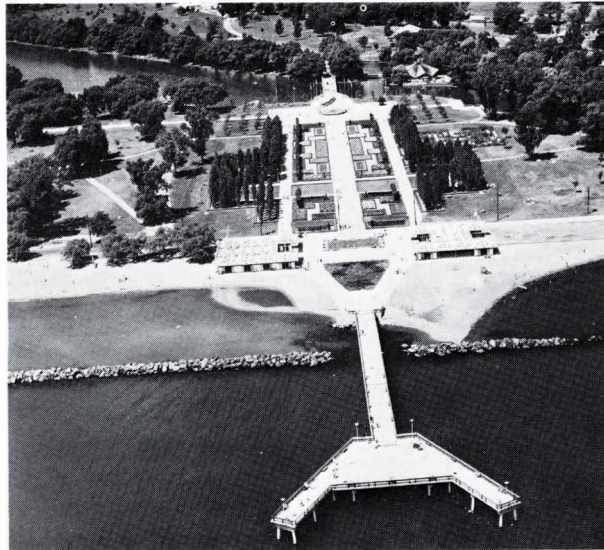
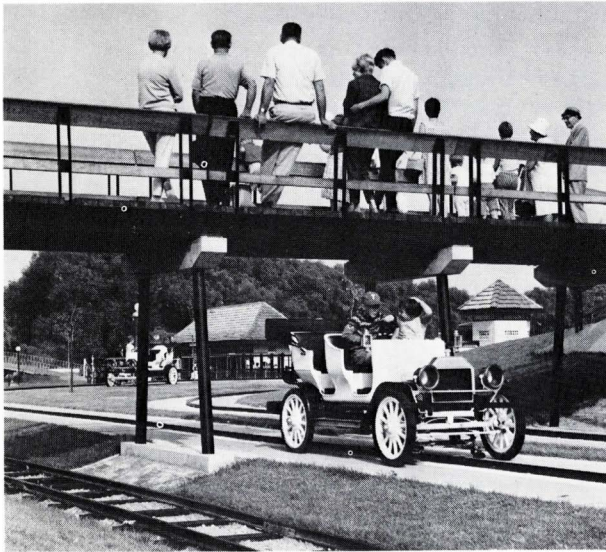
The Parks Department is organized along both geographical and functional lines. Eastern, Central, Western and Northern Divisions operate the various park areas from division offices at Morningside, Sunnybrook, Scarlett Mills and G. Ross Lord Parks. A Forestry Division performs tree planting, pruning and removal services for the entire parks system. Five public golf courses share supervision. Toronto Islands Park, and the Island Ferry Service operate as separate units. Administration and Planning functions are centralized under the direct control of the Metropolitan Parks Commissioner who also acts as Chairman of the Metropolitan Technical Advisory Committee on Parks and Conservation which co-ordinates the activities of the various metropolitan departments with those of the Conservation Authority.

Metropolitan Parks provide the basic elements for outdoor relaxation with special features developed in accordance with each park's location, its topography and the particular interests of its users. Regional playing fields accommodate a variety of activities to satisfy the increasing demand for suitable space. The valley parks are particularly attractive for winter sports, and their continuity presents excellent opportunities for bridle paths, hiking and bicycle trails. All metropolitan pay-as-you-play golf courses are accessible by public transit.

The traditional holiday resort character of the Toronto Islands has been maintained in their operation as a Metropolitan Park. A charming 15-minute ride across Toronto Bay on one of the Parks Department's ferry boats provides a view of the busy port and perhaps of an armada of sailing craft from the three yacht clubs located on the Islands. Included in its 550 acres the Park offers shaded picnic areas, supervised sandy beaches for swimming and sunbathing, formal gardens, a children's amusement area and a model farm. Boats and canoes are available on the lagoons. The Toronto Island Marina offers the power boat enthusiast a public facility for servicing and for mooring at a daily, monthly or seasonal fee.



Toronto Islands



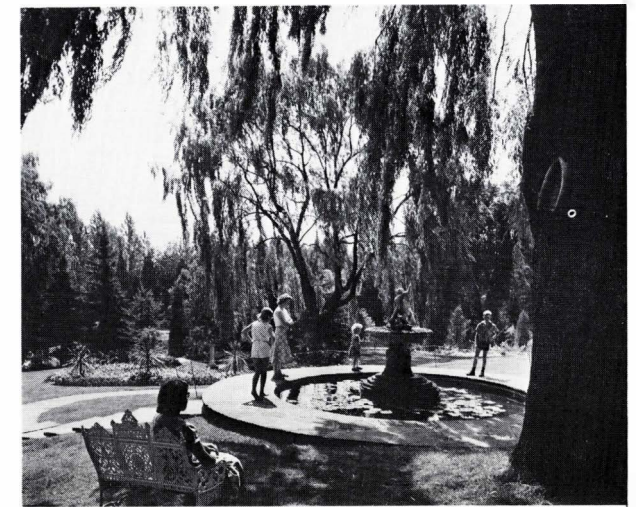
The Mariposa Festival has established itself as an annual event in the Islands Park. It is the largest folk festival in Canada, featuring popular and folk song sessions and art displays. Caribana, a colourful festival staged by people from the Caribbean and based on Caribbean themes, is also a popular annual event. This festival is dedicated to sharing with all Torontonians the fun, colour and excitement of calypso singers, steel bands and limbo dancers.

By late 1975, the rehabilitated ferryboat "Trillium" will join the ferry fleet. The rehabilitation work undertaken by the Department at a cost of one million dollars will return the old sidewheeler to service for harbour cruises and charters, adding a further dimension to the busy harbour scene.

James Memorial Gardens on the Humber River and Edwards Gardens on the Don are two garden parks which provide an opportunity for passive participation.



Edwards Gardens



Manicured lawns, shady trees, floral displays and sparkling pools invite quiet strolls and relaxation.

On the west side of Don Mills Road, south of Eglinton Avenue in Ernest Thompson Seton Park, the Province of Ontario has built and operates as its centennial project the Centennial Centre of Science and Technology to portray the development of Ontario and its people in terms of outstanding inventions and other scientific and technological achievements in agriculture, forestry, mining, manufacturing, communications, energy resources, health and medicine.

The Civic Garden Centre

Edwards Gardens is the site of the Civic Garden Centre organized to promote an interest in horticulture, conservation and gardening in general and to disseminate information on these subjects to the citizens of Metropolitan Toronto. Many garden clubs and horticultural societies use the Centre for their headquarters and meetings. The premises of the Centre are leased from the Metropolitan Corporation through the Parks Department at a nominal rent. Work will commence in 1975 on a major expansion program for the Centre. This expansion is being jointly financed by Metropolitan Toronto and the Civic Garden Centre (through the Dunington-Grubb Foundation), and it is anticipated that the new enlarged facilities will be available to the public by the winter season of 1976.

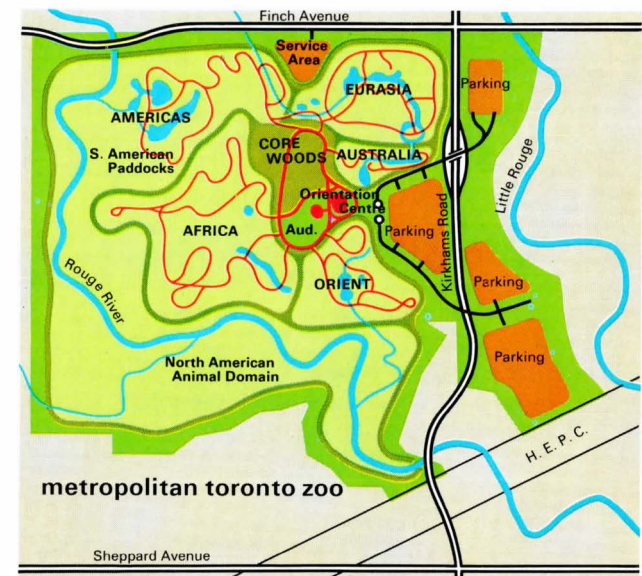
The Metropolitan Toronto Zoo

In May, 1968, the Metropolitan Council approved a feasibility study for a new zoo to be sited in the Rouge River Valley which resulted in bold and exciting new concepts around which a zoo of international stature has been built. Animals are grouped by their native continents and visitors brought as close to them as

possible with a minimum awareness of barriers or cages. The outstanding character of the Rouge River dominates the displays and buildings are integrated into the natural terrain.

The development of the Zoo, which commenced in 1970, reached fruition in 1974, when it first opened to the public. Work continues, with the Zoo Ride expected to operate by late 1975, and the Canadian Animal Domain, through which the Ride passes, completed by early 1976. Total costs will amount to some \$36 million.

The Zoo is operated by the Metropolitan Zoological Society, which, by agreement with Council and The Metropolitan Toronto and Region Conservation Authority, was assigned this responsibility of operation. The agreement provides that the Metropolitan Corporation carry out the development of the site. The Society acquires, cares for and exhibits the animals. During the development period, the Society undertook a public fund-raising drive to procure its animals. To date it has received over \$6 million in donations.



The Metropolitan Toronto and Region Conservation Authority



R. G. Henderson
Chairman



K. G. Higgs, R.P.F.
Director of
Operations

The Metropolitan Toronto and Region Conservation Authority is a joint provincial-municipal agency responsible for the conservation of renewable natural resources in the watersheds entering Lake Ontario, and for the recreational development of the Lake Ontario Waterfront, between Etobicoke Creek and Carruthers Creek, an area in all of some 1,339 square miles. Financing of its projects is largely divided equally between the Ontario Government and the six participating municipalities; Metropolitan Toronto, the Regions of York, Peel and Durham, and the Townships of Mono and Adjala. As largest benefitting municipality, Metropolitan Toronto contributes approximately 90% of the municipal share of the Authority's revenues.

The Authority conducts six major programs:

- A regional system of flood control and water conservation, creating storage reservoirs up-stream, acquiring flood plain lands and carrying out channel improvements downstream in the heavily urbanized areas;
- Erosion control and reforestation on both public and private lands, through technical assistance and advice;

- An education and information service in conservation, for school children, youth organizations and adult and family groups by participation in day and in-residence visits;

- Historical preservation and restoration, at Black Creek Pioneer Village;

- Development of recreational activities, in conservation areas where large tracts of land retaining as far as possible their primitive character are put to use, and within the Metropolitan boundaries where conservation lands are made available for Metropolitan parks;

- Planning, construction and management of recreational lands along the Lake Ontario waterfront.

Each year some 1.5 million persons visit recreational areas within the Authority's 24,500 acres of conservation lands. Ski and snow trails, ski tows, maple syrup demonstrations, fishing holes, bathing beaches, archery courses and shooting ranges are only a few of the features provided for public use, winter and summer. Camp sites and trailer facilities offer camping accommodation to out-of-town visitors.

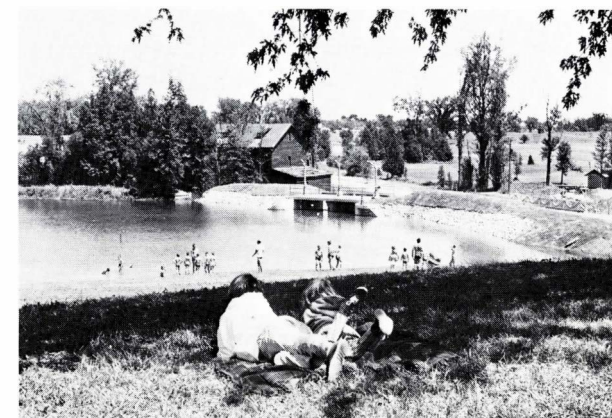
The Authority has completed three years of a 5-year, \$20 million program of waterfront development featuring three major projects within Metropolitan Toronto. The Mimico Creek Waterfront Area, a 20-acre park created by landfill, was officially opened in 1974. It provides picnic areas, footpaths, viewing points, washrooms and a boat launching facility. An additional 57 acres of landfill adjacent is creating the Humber Waterfront Area. Ashbridges Bay Waterfront Area at the foot of Coxwell Avenue is under development. Landfill is augmenting existing areas to create a 60-acre park, double the boat mooring spaces and extend Woodbine Beach. Bicycle and footpaths interconnect with a de-

veloping city-wide system. Boat launching ramps are fulfilling an urgent need in the central section of Metropolitan Toronto. Bluffer's Park Waterfront Area at the foot of Brimley Road, the only public access to the lake across the Scarborough Bluffs, features the spectacular Needles Bluffs. The 179-acre landfill-created park is providing a body of protected water for beach and boating facilities. Picnic areas, bicycle paths and lookout points are features of the park.

The Conservation Authority has also been charged with planning the conversion of the Toronto Harbour Commissioners' east headland into Aquatic Park. The 188-acre site created by landfill and by dredging for a new outer harbour provides a large area of sheltered water with tremendous potential for water-oriented recreational facilities. The master plan is to be complete in 1975.

Waterfront parks within Metropolitan Toronto, as they are completed, will be managed by the Metropolitan Parks Department under agreement with the Authority.

Bruces Mill Conservation Area



Works Committee

Works Committee

The provision of purified water, the treatment of sanitary sewage and the disposal of solid waste are the concern of the Metropolitan Council's Works Committee.

The Metropolitan Corporation is required by law to provide water to the Area Municipalities and to set rates for its supply sufficient to make the waterworks system self-sustaining. After providing for operation, maintenance, depreciation, debt charges, reserves and payments in lieu of taxes to local municipalities, any surplus or deficit is retained by the system with rates adjusted accordingly at the discretion of Council. The current rate, effective July 1, 1975, is 38c per 1000 gallons. The preparation of a master plan of a Metropolitan water supply system to guide its design and construction in relation to the urban development specified in the Metropolitan Plan was one of the first tasks assumed by the Metropolitan Council in 1953. The plan was revised in 1970 and is presently being reviewed and updated in conjunction with the Metropolitan Plan Review.

The Metropolitan Corporation is also required to receive for treatment domestic sewage and industrial waste collected by the Area Municipalities. Until 1974 no charge was levied for this service, sewage treatment being financed from general revenues. In 1974 a 10% surcharge, increased to 15% in 1975, was added to the water rates for water pollution control purposes. The water pollution control program also follows a master plan created in 1953 which initiated construction of a system of major trunk sewers using the gravity flow of the major river valleys in the Metropolitan Area to transport sanitary waste to four treatment plants on the waterfront, at Highland Creek, Ashbridges Bay, Humber River and Lakeview (operated by the Ontario

Ministry of the Environment), and to a small plant in North Toronto on the Don River.

Disposal of solid waste collected by the Area Municipalities became a Metropolitan responsibility in 1967 with no special charge for the service being permitted. Disposal is presently achieved by incineration or by dumping in sanitary landfill sites.

Sharing responsibilities for these essential services between Area and Metropolitan governments presents a classic example of the needs and purposes which led to the creation of Metropolitan Toronto and of the successes the Metropolitan Federation achieved in dealing with municipal problems.

Works Department



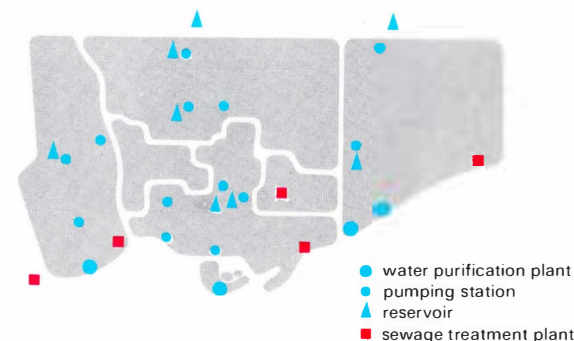
R. L. Clark, P.Eng.
Commissioner of Works

The Works Department is the operating organization responsible for supplying water and disposing of sanitary and solid wastes as required by Metropolitan Council. The Department functions through six divisions: Water Supply, Water Pollution Control, Refuse Disposal, Engineering, Planning Control and Development, and Central Administration.

The Water Supply Division is responsible for the purification, pumping, trunk transmission, storage and supply to the Area Municipalities of water for domestic,

commercial and industrial use. It operates four filtration plants drawing 410 million gallons of water per day from Lake Ontario, treating it under the constant surveillance of a quality control section to ensure proper purity. To maintain water pressure throughout the Metropolitan Area eighteen high lift pumping stations supply nine underground reservoirs and four elevated tanks whose storage capacity is 315 million gallons. The trunk transmission system consists of 257 miles of mains. New construction to provide continuing treatment and distribution includes a filtration plant at East Point to replace the Scarborough plant and a tenth major reservoir with a designed capacity of 30 million gallons.

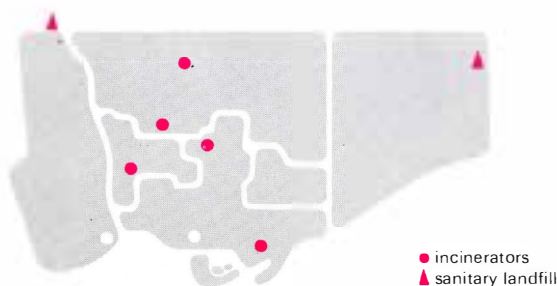
The Water Pollution Control Division provides secondary treatment to an average of 290 million gallons of sanitary waste water collected each day from local municipal sewers, ensuring at least 90% purity before discharge and diffusion into Lake Ontario. A laboratory is located at each of the four treatment plants to test the quality of effluent. The Division is responsible for inspecting all industries depositing industrial waste into the sewer system and for sampling the water of the streams in the Metropolitan Area for pollutants. The



water supply and water pollution control

Industrial Waste Control Branch has its own laboratory. A program of financial aid assists Area Municipalities in the replacement of their combined storm and sanitary sewers. In addition, a Mid-Toronto interceptor sewer is under construction in the City of Toronto to achieve a higher degree of separation and improve the effectiveness of the pollution control system. The Division works closely with the Ontario Ministry of the Environment and the local municipalities to control oil and other accidental spills which might endanger the environment.

The Refuse Disposal Division handles 1.7 million tons of solid waste annually. Over one million tons of this are collected by the area municipalities and the balance is accepted from industry. Eighty percent of this material is disposed of at two landfill sites, the Thackeray site in the Humber Valley which will be filled and is scheduled for closure at the end of 1975, and the Beare Road site in the Rouge Valley which will be filled by the end of 1976. Additional sites have been acquired in the Township of Pickering, one of which is now in operation. Use of the others awaits the approval of the Ontario Minister of the Environment. Five incinerators are presently in use. An \$8.9 million program to modernize and expand the Commissioners Street unit

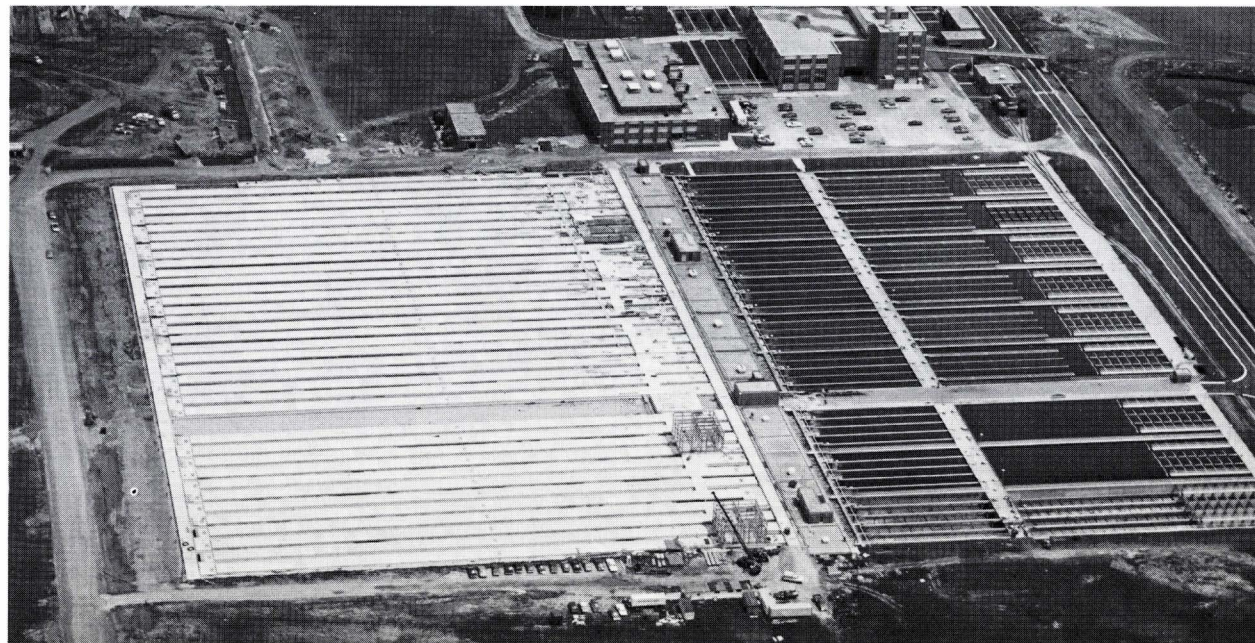


land fill and incinerators

to remove pollutants from its emissions is nearing completion. Meanwhile a schedule for phasing out the older units has been established. Recycling of solid waste is under continual study. As a joint venture with the Provincial Government, construction has commenced on a Resource Recovery Experimental Plant. Shredding of refuse and magnetic separation is being carried out at Bermondsey Transfer Station, for the first time in the Metropolitan Area. Another joint venture with the Provincial Government is a pilot 'Watts from Waste' project, to produce electric power from the burning of refuse.

The Works Department's Engineering Division carries

Main Sewage Treatment Plant



out on-going analysis of the Metropolitan Area's needs for water supply, water pollution control and refuse disposal. With the help of consultants as necessary, it designs and supervises the construction of new facilities to meet those needs.

The Planning Control and Development Division is charged with responsibility to oversee Department operations from an environmental standpoint, to ensure strict compliance with legislation introduced by the Province in recent years.

The Central Administration Division provides accounting and clerical co-ordination for the operating divisions of the Works Department.

Transportation Committee

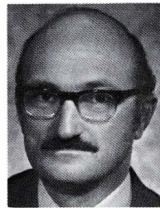
Transportation Committee

The Metropolitan Transportation Committee proposes, for approval of Council, policies and programs for the movement of people and goods between all parts of Metropolitan Toronto. The Municipality of Metropolitan Toronto Act charged the Metropolitan Corporation with the responsibility to create and maintain a Metropolitan Road System, by the assumption of local arterial roads, by the construction of new arterials and expressways and by improvement through extension and widening of existing facilities. It required the Corporation to regulate traffic by the assumption, development and expansion of the traffic control signal system. It gave general control over public transit to the Corporation through appointment of members of the Toronto Transit Commission and the financing of capital works and deficits.

Metropolitan transportation policy envisions a system of road and transit facilities providing mobility between all parts of the urban area and beyond. The safe and efficient movement of people and goods by all modes of transport, furnished by the Area Municipalities, by the Metropolitan Corporation and the Toronto Transit Commission, by Provincial and Federal agencies and by private endeavour as appropriate, is the prime concern. A review of the transportation elements of the Metropolitan Plan has been completed in 1975 and is being integrated into the general plan review (Metroplan) which is in process.



Roads and Traffic Department



S. Cass, P.Eng.
Commissioner of
Roads and Traffic

The operating arm for transport of the Metropolitan Corporation which reports through the Transportation Committee is the Metropolitan Roads and Traffic Department. It presently maintains some 430 miles of roads and expressways of which 40 miles are new and the balance have been taken over from local municipalities. Since 1953 the Department has reconstructed 43 miles of roadway, widened 145 miles and resurfaced 233 miles. It has improved 209 intersections, constructed 35 new grade separations and constructed or reconstructed 134 bridges. Capital costs of the program through 1974 have surpassed \$453 million.

To regulate the movement of traffic the Department operates a unified traffic control system the heart of which is a \$4 million computer programming traffic signal lights at more than 1000 intersections. The coordination of traffic movement thus achieved has relieved congestion sufficiently to shorten the normal rush-hour periods and permit the termination of afternoon restrictions at 6:00 p.m.

Under the direct supervision of the Commissioner of Roads and Traffic the work of the Department is divided among four functional branches; Planning and Design, Operations, Traffic, and Administration.

The Planning and Design Branch prepares the functional plans for the Metropolitan road system. With the aid of consultants when necessary it produces the designs and specifications for road facilities including expressways, bridges, grade separations, road widenings and safety measures. It supervises all surveying operations and aerial mapping for the Department.

The Operations Branch is responsible for the operation of the system; maintenance, re-surfacing, intersection improvement, new construction and snow removal.

The Traffic Branch provides for the installation and maintenance of the entire traffic signal system and for traffic signs and pavement markings. It investigates through counts and studies the need for adjustment or expansion of the signal system and for amendment of traffic regulations. It operates the Traffic Control Centre and its electronic computer, located at the Metropolitan Police Headquarters.

Coordination of the total operation of the Roads and Traffic Department, including financial and budgetary control, is the function of the Administration Branch.

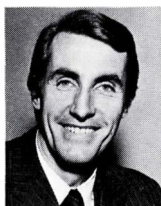
Don Valley Parkway and Eglinton Avenue



Toronto Transit Commission



G. Gordon Hurlburt
Chairman



R. Michael Warren
Chief General
Manager

The Toronto Transit Commission operates all public transportation, with the exception of railways and taxis, within the 244 square mile Metropolitan Toronto area. The Commission is a five-member board of management which is appointed by Metropolitan Toronto Council and reports to it on matters of policy through the Transportation Committee.

Public transportation in Toronto began in 1849 with a horse-drawn omnibus operating on King and Yonge Streets between St. Lawrence Market and Yorkville. The success of horse car street railways in American cities gave impetus to the formation of the Toronto Street Railway Company which obtained a thirty-year franchise from the City in 1861. During its tenure the Company laid 68 miles of track and by 1891 was carrying 55,000 passengers a day. After a five-month venture into public ownership, the City Council awarded a new thirty-year franchise to a new company, the Toronto Railway Company, with the stipulation that the system be electrified. The last horse car was withdrawn from service in 1894.

When the Toronto Railway Company refused to expand its services into newly annexed areas, the City in 1910 created a series of civic street car lines and in 1921

terminated the Company's franchise establishing a public Toronto Transportation Commission to unify the various services. The Commission combined nine separate systems, inaugurated a city-wide single fare with free transfer privileges. It introduced gasoline-powered motor buses, steel-bodied street cars and electric trolley coaches and pioneered the concept of feeder bus lines supporting rail services. In 1938, after participating in its design and development, the Commission introduced a new smooth, fast, quiet street car. In 1949 it commenced construction of the Yonge Street Subway.

With the incorporation of Metropolitan Toronto, the scope of the Toronto Transportation Commission was widened to assume public transit responsibilities for the whole Metropolitan Area and it was renamed the Toronto Transit Commission to distinguish its new role. Today the Commission administers a network of 112 bus, trolley bus, street car and subway lines over 696 miles of routes carrying 1.2 million passengers on an average weekday.

The backbone of the network is the rapid transit subway system which, from its original 4.5 mile Yonge Street line finished in 1954, has been expanded to 26 miles. There are 6.19 miles under construction and another 2.6 miles approved for construction. Extending from downtown into the heart of North York, Scarborough and Etobicoke and supported by a wide network of surface feeder lines, commuter parking lots and "kiss and ride" facilities, the rapid transit system provides service from every part of the Metropolitan area to the central business district.

Required to sustain its operations out of fare revenues, the original Commission was able to finance its sub-

way construction from accumulated and anticipated surpluses. However, the widening transit demands of the developing suburban areas and the escalation of costs of services necessitated the sharing of the burden of subway construction between the Transit Commission and the Metropolitan Corporation. When the Bloor-Danforth-University subway was authorized in 1959, the Municipality agreed to bear the full cost of right-of-way acquisition and to share other construction costs equally with the Commission. In 1964 the Corporation's share was increased to 70% retroactively to include the Yonge Street line. Unmatured debentures issued to finance the Yonge Street right-of-way were also assumed. Concurrently the Government of Ontario is now providing a subsidy structure in recognition of the expanding role of public transit in the urban community. In 1964 the Province agreed to reimburse up to one-third of specified costs of subway right-of-way construction. In 1970 this rate was increased to 50% and in 1971 expanded to include all subway capital costs. Effective December 1, 1972 the Province increased the subsidy rate to 75% for all approved future rapid transit projects and for expenditures committed on or after that date for current projects.

Widening demands and increasing costs have also affected the operation of the transit system. In its thirty-two years of existence the original Commission found it necessary to institute only one fare increase. In 1954 when the private bus lines in the Metropolitan area were assimilated, a new fare and zone structure was established. Five subsequent increases were required and in two instances special operation grants were made by the Municipality. With the passing of the Highway Improvement Amendment Act, 1971, the Province of Ontario agreed, up to a specified limit, to share equally with the Metropolitan Corporation the

annual operating deficit of the Toronto Transit Commission. The transit system was thus recognized to be an important public utility contributing to the general well-being of the total community, not merely a convenience to its riders. In 1974 the Province introduced legislation to remove the limit on its contributions for transit operating purposes provided the transit system froze fares at existing levels. As a result, virtually all payments by the Metropolitan Corporation towards operation of the public transit system in 1974 were eligible for the 50% Provincial contribution. The fare freeze was subsequently removed and fares were increased in March 1975.

A vital part of the transportation system is Gray Coach Lines, a wholly-owned subsidiary of the Toronto Transit Commission, which for two generations has supplied interurban coach services tributary to Toronto. It operates a 2,000-mile network of highway routes serving nearly 350 Ontario communities and connects and co-operates with other Canadian and U.S. lines to provide continental travel. Gray Coach also operates for the Province of Ontario a commuter bus service to supplement and extend the government's popular GO Transit rail commuter lines.

Toronto Area Transit Operating Authority

Over 100,000 people commute daily into Metropolitan Toronto. The need to coordinate this daily movement of people across municipal boundaries within the Toronto Centred Region was recognized by the Provincial Government in 1967 when it introduced GO (for Government of Ontario) Transit rail commuter service along the lakeshore between Pickering and Oakville to alleviate the congestion on heavily travelled freeways. GO Transit, operated for the Province by Canadian National Railways, has proven so popular that it has been expanded by rush hour rail service from Hamilton

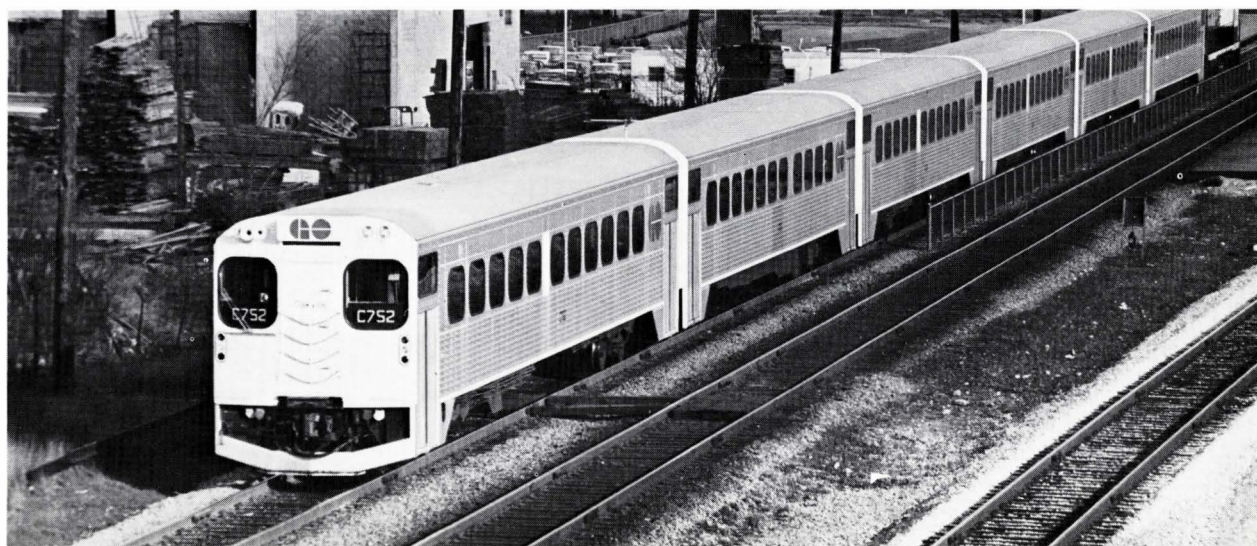
and from Georgetown and by bus between downtown Toronto and Hamilton, Oshawa, Newmarket and Barrie. A new rail route from Richmond Hill is scheduled for completion in 1976 and service via CP Rail from Streetsville is in the planning stages.

With a view to integrating transit operations within the Toronto Centred service area, the Ontario Government established a new Crown Agency, the Toronto Area Transit Operating Authority (TATOA) in September 1974 to administer GO Transit services.

The Board of Directors of TATOA consists of a Chairman, nominated by the Minister of Transportation and Communications, and the Chairmen of Regional York and Peel and of Metropolitan Toronto as members. Provision is made for the inclusion of the Chairman of Regional Durham which to date has declined participation.

A technical committee, Toronto Area Transit Planning Coordinating Committee, consisting of staff from all the Regions serviced by GO Transit and from TATOA and the Ministry of Transportation and Communications, coordinates the planning of inter-regional transit services in the Toronto Centred area. Recommendations of the committee are addressed to the Ministry.

The Ontario Transportation Development Corporation is also an Ontario crown corporation, set up in 1973 to organize transit research, design and development. In cooperation with the Toronto Transit Commission it is developing a new Canadian Light Rail Vehicle which will not only be used as replacement for the Transit Commission's present streetcar fleet but will provide light rail transit on segregated rights-of-way at speeds up to 70 miles per hour.



Planning Committee

Planning Committee

Upon the dissolution of the Metropolitan Toronto Planning Board, December 31, 1974, the Metropolitan Council assumed all the statutory responsibilities of a planning board with respect to the control of development and the planning of public works. In 1975, Council created The Metropolitan Planning Committee as a standing committee to consider and report to it on all planning matters coming within Council's jurisdiction and on such matters as Council or the Executive Committee might refer to it. The Planning Committee considers these matters in detail and advises Council on what action to take.

The Committee is involved in the continuation of a review of the Metropolitan Plan which was begun by the Metropolitan Planning Board and which will culminate in production of an official plan for Metropolitan Toronto. In this connection it has sought the advice and assistance of former Planning Board members whom Council, on the Committee's recommendation, has organized into a Metroplan Advisory Committee. The plan is scheduled to be ready for Council's consideration in the fall of 1976.

Victoria Park Ave., north of Danforth Ave.



Planning Department



R. J. Bower
Commissioner of
Planning

The Metropolitan Planning Department gives professional advice and support to the Planning Committee and administers the planning responsibilities of the Metropolitan Corporation. Planning being an essential component of all civic undertaking the Planning Department is concerned with and involved in program and policy identification of all the Corporation's operations including its inter-regional and inter-governmental activities.

The Metropolitan Commissioner of Planning participates in the following committees;

Toronto Area Transit Planning Coordinating Committee
Metropolitan Parks and Conservation Technical Advisory Committee
Metropolitan Transportation Technical Advisory Committee
Metropolitan Housing Policy Technical Committee
Intergovernmental Waterfront Park Policy Committee
Central Waterfront Planning Committee
Waterfront Advisory Board Task Force
Island Airport Technical Committee
Metro Centre Railway Lands Land Use Committee
Exhibition Place Staff Planning Committee

Subway Property Committee
Metropolitan Hospital Planning Council

To carry out its many functions the Planning Department is organized into six divisions; Development Control, Projects Planning, Transportation Planning, Research, Long Range Planning and Administration.

The Development Control Division reviews all local development activities and advises Council with respect to their conformity with Metropolitan development policies and with local official plans and zoning by-laws. Council, in turn, makes recommendations for approval or amendment of subdivision plans and official plan amendments to the Ontario Minister of Housing and of zoning by-laws to the Ontario Municipal Board. With respect to subdivision plans in the Metropolitan Area, the Minister is presently in the process of delegating his power of approval to the Metropolitan Council.

Before making decisions on many specific issues, Council seeks advice from its commissioners, often asking for joint reports from the Commissioner of Planning and of other departments. The Projects Planning Division gathers information, develops and analyzes possible policy alternatives and prepares recommendations on the issues in question. It must be prepared to consider a wide variety of topics, often controversial, such as the widening of arterial roads, the location of waste transfer stations or the utilization of parklands for housing, etc.

Transportation facilities form one of the main components of the Metropolitan structure. To provide coordination between all modes and between all agencies and to anticipate and recommend on future requirements the Transportation Planning Division provides liaison between the Ministry of Transportation and

Communications, the Toronto Area Transit Operating Authority, the Toronto Transit Commission and the Department of Roads and Traffic. It conducts studies in the use of road and rail, the location of transportation arteries and the impact of transit changes.

To identify trends in population and land use and to project future needs for employment and demands for housing, the Research Division has developed and administers a computerized data bank on real property uses in the Metropolitan Planning Area. It draws upon information gathered by Statistics Canada, the Assessment Division of the Ontario Ministry of Revenue and from surveys conducted by its own staff.

The preparation of an Official Plan for Metropolitan Toronto is a major commitment of the Metropolitan Council. To this end the Long Range Planning Division is conducting an in depth review of the 1966 Metropolitan Plan. The review, which has been termed "Metroplan", is identifying the choices of a future urban structure for Metropolitan Toronto available to Council. The Division has organized a Public Participation Program to involve the general public in the planning process. It also utilizes the advice and direction of the Metroplan Advisory Committee in the identification and preparation of the alternatives to be presented for Council's consideration.

In support of the Department's various activities the Administration Division provides a number of services beyond the normal accounting-clerical-coordinating administrative function. It offers a printing-publishing service for the creative preparation of the Department's reports. It conducts an information service with respect to Metropolitan government. It operates a library service of planning sources. These services are available to and are utilized by other departments of the Corporation.

Metroplan

Metroplan is the program for the preparation of an Official Plan for the Municipality of Metropolitan Toronto. It was initiated in 1972 by the Metropolitan Toronto Planning Board and became the direct responsibility of the Metropolitan Council in 1975. It is a program to establish a long range concept of Metropolitan Toronto's urban structure capable of being realized through the works, services and facilities for which the Metropolitan Corporation is legally responsible.

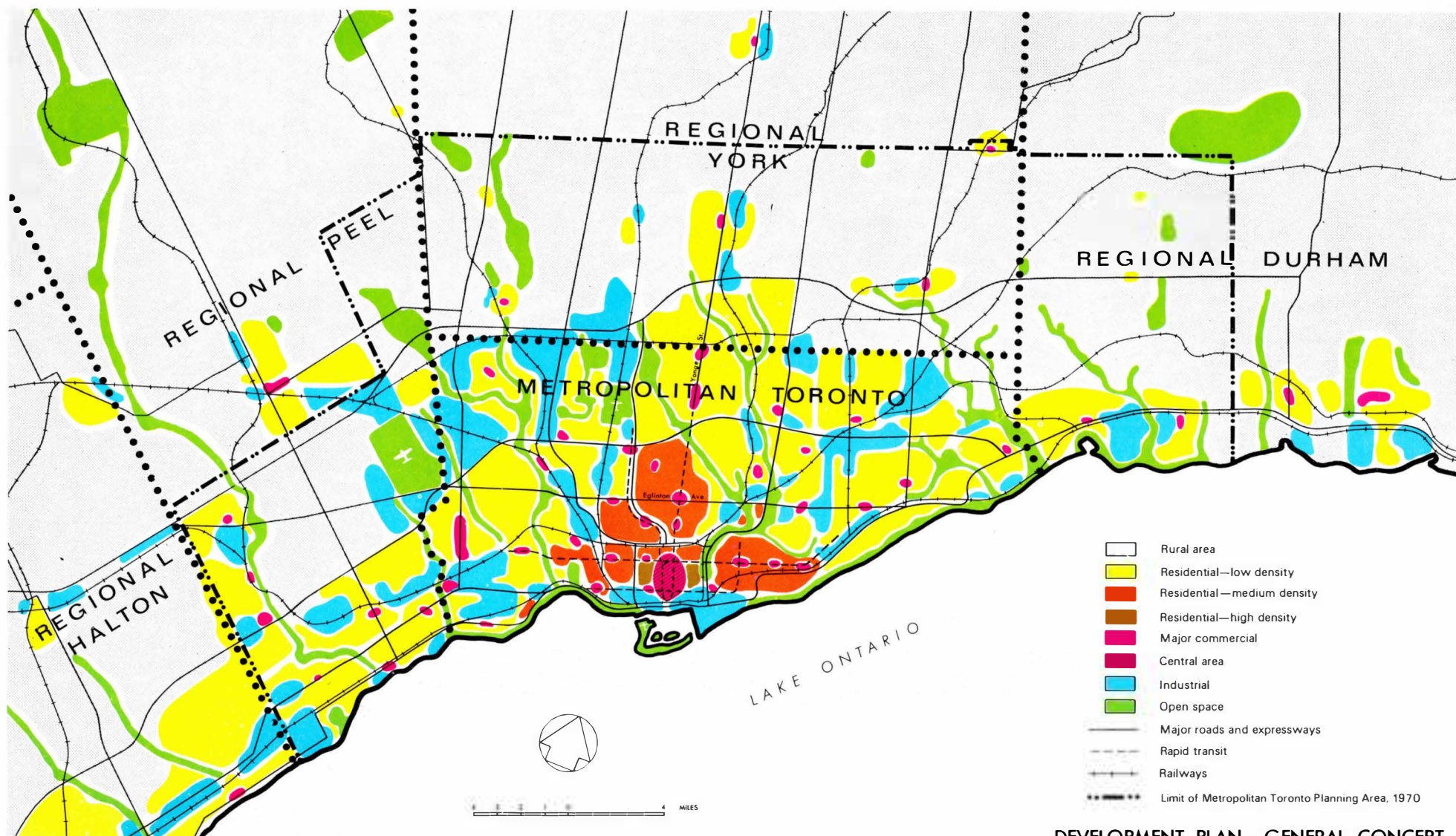
A number of background studies have been undertaken designed to reveal the existing conditions of the structure of Metropolitan Toronto by exposing their strengths and weaknesses. Various options for a future structure are being developed in the form of concept and goal choices which can be rationally and realistically combined and achieved. A synthesis of these choices, "Options 2000", will be prepared for public

review following which Council will select a preferred concept. A final plan incorporating Council's choice of an urban structure for Metropolitan Toronto will then be produced in a form suitable for adoption and for approval by the Provincial Government as an official plan. The Plan, subject to amendment when necessary, will then become a legal instrument for guiding the long term policies of Metropolitan Council.

Part of the Metroplan program is the involvement of the public in the planning process. The plan is being prepared in consultation with the public whose advice and reaction is sought at the various stages of preparation. It is anticipated on the one hand that better and more acceptable alternatives will be produced and on the other, that a more informed citizenry will result.

The target of the Metroplan program is to have the Plan for the Urban Structure of Metropolitan Toronto adopted by the current Council during its term of office, i.e. before December 1976.





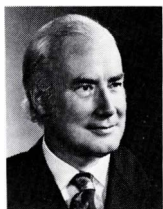
DEVELOPMENT PLAN—GENERAL CONCEPT

Legislation and Licensing Committee

Legislation and Licensing Committee

The Legislation and Licensing Committee considers and reports to Council on proposed legislation, on matters of public information and on the licensing and regulating of trades, businesses and occupations in the Metropolitan Area. Through the Legislation and Licensing Committee and with the advice of the Solicitor, Council establishes standards and regulations for conducting specified businesses and trades that cater to the general public.

The Metropolitan Licensing Commission



James Worrall, Q.C.
Chairman



J. H. Neville
Director

The agency which administers Council's regulations and issues Metropolitan licenses to carry on certain businesses within the Metropolitan Area is the Metropolitan Licensing Commission which is composed of three members, the Metropolitan Chairman or his delegate and two citizen appointees of Council.

License issuing offices are located in every area municipality except East York, which is served by the Scarborough District Office. Operators with no fixed establishment, such as taxicab owners and drivers, hawkers, pedlars and moving van operators, etc., may obtain licenses at the main office only. Over 70,000 licenses were issued in 1974.

License Enforcement Officers are special constables empowered to issue summonses for breaches of the Licensing Regulations. During 1974 they received and investigated 3,768 miscellaneous complaints and issued 2,627 warning notices.

The Commission has established boards of examiners in the various building repair trades. It also operates a taxi drivers training school.

Revenue of the Commission in 1974 amounted to approximately \$2 million for licenses issued and \$50,000 for fines.

Scarborough Civic and Town Centre



Special Purpose Agencies

Special Purpose Agencies

Among the responsibilities to provide services to its citizens which the Province of Ontario has extended to the municipal level of government are special functions which it is felt can best be administered by special purpose boards and commissions either as joint activities of more than one level of government or as a means of achieving greater participation of the citizens in the community.

The Ontario Municipal Act and other specific provincial statutes establish, or require or permit the municipalities to establish such agencies. Their powers and responsibilities vary from virtual independence to minimal management discretion depending upon the terms of their establishment and the sources of their revenues. Most of these organizations include municipal council representation although not a majority of members.

Metropolitan Toronto participates in and/or supports more than twenty regulatory, advisory, managerial and promotional operations through special purpose agencies. Some of these such as the Toronto Transit Commission, the Metropolitan Toronto and Region Conservation Authority, the Canadian National Exhibition Association, etc., have been described elsewhere.



Metropolitan Board of Commissioners of Police



Judge Charles O. Bick
Chairman



Harold Adamson
Chief of Police

The Metropolitan Board of Commissioners of Police was established by the Municipality of Metropolitan Toronto Amendment Act, 1956, to assume the responsibility of policing Metropolitan Toronto. Composed of five persons, the Chairman of Metropolitan Council, one other member of Metropolitan Council and three persons appointed by the Lieutenant-Governor-in-Council, the Board appoints the officers and staff necessary to carry out its duties and determines the accommodation and equipment required to operate the force.

The unification on January 1, 1957, of the thirteen local police forces then operating in the Metropolitan Area produced the Metropolitan Toronto Police. From a strength of under 2,300, the force has grown to more than 6,000 members. In consideration of the ethnic composition of the Metropolitan community more than 800 staff are multi-lingual speaking among them some 65 languages.

The Metropolitan Area is divided into five police districts within which are 18 divisions. Headquarters for the commissioners and the force provides accommodation for its communications bureau, specialized investigative squads and a police museum. Twenty new police buildings have been constructed since

1957. The mobility of the force, whose patrols covered 23 million miles in 1974, is achieved through the use of 681 automobiles, 176 motorcycles, 72 trucks, 9 trailers, 57 horses and one boat.

Innovative in its approach to contemporary problems the Metropolitan Police through its youth bureau, community services and crime prevention officers is attempting to meet the challenge of to-day's rapidly changing society.

The costs of police protection in Metropolitan Toronto are borne by the Metropolitan Corporation with the assistance of a per capita grant (\$12.00 in 1975) from the Province for police purposes.

Metropolitan Toronto Library Board



E. J. Canning
Chairman



John T. Parkhill
Director

The Metropolitan Toronto Library Board is a regional library board established in 1967 to provide reference, inter-library and central library services within Metropolitan Toronto. The Board is composed of the Metropolitan Chairman, two appointees of the Metropolitan Council, one of each area council and one of each of the Metropolitan School Boards. The operations of the Board are financed by the Metropolitan Corporation.

The Metropolitan Library Board administers the

facilities and collections of the Central Library and its ancillary branches, the Music Library, the Business Library, the Science and Technology Library and the Municipal Reference Library. It operates a teletype interloan service with daily delivery of books and has established a uniform card system valid in all libraries in the Metropolitan Area.

In 1972 the Board acquired a 3-acre site at Yonge Street and Asquith Avenue, convenient to both Yonge and Bloor subway lines, for a new Central Library building. Construction of the building, designed by Raymond Moriyama, commenced in February, 1975. The new facilities should be ready for public use by mid-summer 1977.

Convention & Tourist Bureau of Metropolitan Toronto

The Convention & Tourist Bureau of Metropolitan Toronto was incorporated in 1926 as a non-profit agency for service to visitors. The purpose of the Bureau is to contribute to the Metropolitan Toronto economy through the promotion of tourist travel and the securing of conventions, trade shows and business meetings.

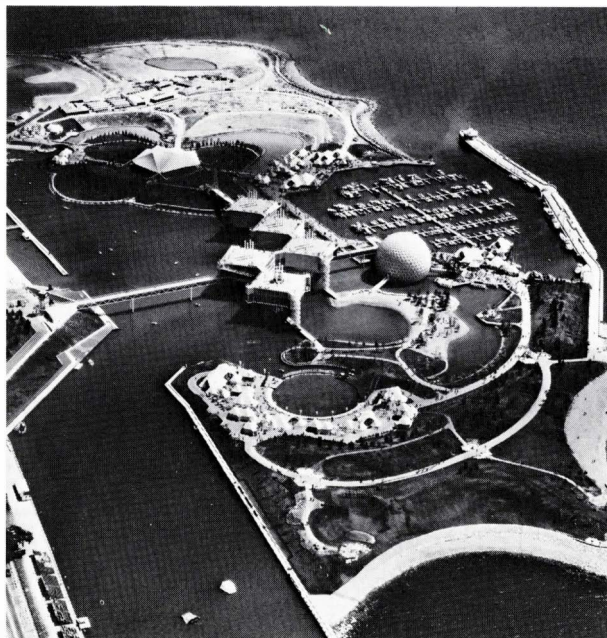
The Bureau is an association supported by some 630 members, the Province of Ontario and the Municipality of Metropolitan Toronto. It is controlled by a board of 45 directors, of which the Chairman of the Metropolitan Council and the mayors of the six Metropolitan municipalities are members.

The tourist promotion division of the Bureau conducts an extensive marketing program in Metro's tourist market areas and works closely with government agencies, travel agents, travel editors, tour brokers and automobile clubs to bring visitors to Metropolitan

Toronto. The Bureau operates five information centres from May to September which, in 1974, serviced 88,330 inquiries. The Bureau published more than 1,700,000 pieces of literature in 1974. The convention sales division is responsible for a continuous sales program throughout North America to persuade associations and other organizations to meet in Metropolitan Toronto.

More than 7,400,000 visitors from outside Ontario visited Metropolitan Toronto in 1974 and 494 conventions and trade shows were held here, attended by 284,599 delegates. The \$140 million contributed to the economy by visitors did much to stimulate business, generate taxes and provide employment.

Ontario Place



Toronto Area Industrial Development Board

The Toronto Area Industrial Development Board was originally incorporated as the Toronto Industrial Commission in 1929. It was expanded in 1956 and expanded again and given its present name in 1975. It offers valuable service to the Metropolitan Toronto economic area by attracting new manufacturing and service industries, by assisting the expansion of established industries and by advising municipalities on the planning and servicing of industrial areas.

The Board of Directors consists of members nominated by Metropolitan Toronto, the Regional Municipalities of Durham, Peel and York, The Board of Trade, the Canadian Manufacturers' Association, Toronto Transit Commission, Toronto Harbour Commissioners, Toronto Electric Commissioners and the Canadian National Exhibition Association. Its operations are financed by grants from member municipalities and by subscriptions received from private industry.

Since it began operations in 1929, the Toronto Area Industrial Development Board has assisted in the establishment of approximately 800 industrial firms in the Toronto region.

O'Keefe Centre for the Performing Arts

The O'Keefe Centre for the Performing Arts was built at a cost of twelve million dollars by the O'Keefe Brewing Company as a gesture of goodwill to the community. The 3,155 seat auditorium was opened in October 1960 with the world premiere of "Camelot". Since that time, the theatre has provided entertainment of all forms: musicals, revues, opera, ballet, drama, symphony, jazz, etc. Its versatile facilities have also been well used

by the community for a variety of special social and cultural events.

In 1968, the Metropolitan Council accepted the building as a gift and purchased the site at its original cost of \$2,750,000. The Centre has since been operated as a public venture by a Board of Management consisting of seven members appointed by the Metropolitan Council.

In fulfilling its function as a centre for the performing arts, O'Keefe Centre has helped to make Toronto one of the theatrical capitals of the world.

O'Keefe Centre



Children's Aid Societies

The Children's Aid Society of Metropolitan Toronto and the Catholic Children's Aid Society of Metropolitan Toronto are established under the Ontario Child Welfare Act for the purpose of protecting the children of the community and of providing, when necessary, for their care, supervision, placement and adoption. The Societies also give guidance, counselling and other services to families and to parents of children born out of wedlock for the protection of the children.

Funding of the Societies is shared between the Ontario Ministry of Community and Social Services and the Metropolitan Corporation, the Province paying 60 percent of general operating costs and 100 percent of the care and maintenance of children of unwed mothers. The Metropolitan Corporation's portion is more than \$6.3 million for child welfare in 1975.

Management of each of the Children's Aid Societies rests with a board of directors, to which the Metropolitan Council appoints four members, and with a local child welfare director appointed by the board.

The Toronto Harbour Commissioners

The Toronto Harbour Commissioners form a unique agency in the Metropolitan area inasmuch as they represent a point of direct contact between municipal and federal governments. Their present responsibilities stem from the Toronto Harbour Commissioners Act of 1911 at which time the Canadian Government gave jurisdiction over the navigable waters of the Toronto Harbour to a commission comprised of five members, three appointed by the City of Toronto and two, of whom one is nominated by the Board of Trade of Metropolitan Toronto, by the Federal Government.

The Harbour is defined as extending to the City Limits east and west.

The Harbour Commissioners operate on a self-sustaining basis deriving their working funds from harbour tolls, shipping fees and the sale or lease of harbour lands. A port improvement and expansion program, conceived in 1912 and substantially completed in the 1920's was Toronto's first comprehensive waterfront plan. A second expansion program resulted from the opening of the St. Lawrence Seaway in 1959. New terminals were constructed including a Container Distribution Centre.

A new Outer Harbour has been created for future port expansion when it becomes necessary. A \$10 million construction-dredging program, completed in 1974, made the Eastern Gap the main entrance into the Port of Toronto and provided the land base for Aquatic Park at the end of the East Headland, a three-mile-long spit of land sheltering the Outer Harbour. Another benefit of the dredging work was the enlarging of the beach area at Ward's Island. The diversion of approximately 100,000 cubic yards of sand to the south shore of Toronto Islands added an additional 11 acres of beach.

The new harbour entrance was officially opened on March 27, 1975. After years of sailing into Toronto Harbour through the Western Gap, vessels bringing



cargo from the far corners of the world are now able to travel a new route through the Eastern Gap with a considerable saving in time and distance.

The Toronto Harbour Commissioners also operate the Toronto Island Airport, one of the busiest general airports in Canada. In 1974, the air traffic control tower recorded 139,824 landings and take-offs.

During the 1974 season, the Port of Toronto enjoyed a trading program with more than 150 ports in some 60 countries throughout the world. It handled 900,016 tons of overseas cargo and a further 1,969,701 tons of domestic cargo.

Toronto International Airport

Toronto International Airport, Canada's busiest, is operated by Transport Canada. In 1974 it served over 11 million passengers on 24 scheduled airlines and many charter flights. It also handles approximately 390 tons of air cargo on an average day.

Terminal 1, opened in 1964, was designed to handle 3.2 million passengers per year. Structural changes over the years have increased its passenger handling capability to almost double that figure. Even so it is taxed to the limit during peak travel periods. Terminal 2 is being built in three stages. Stage one opened in 1972, stage two in 1973 and the third stage is expected to be operational in late 1977. On completion the airport will have the design capacity of handling approximately 12.5 million passengers annually.

Toronto International Airport covers 4,300 acres in the centre of an industrial and commercial development area in the City of Mississauga. It is 17 miles from downtown Toronto.

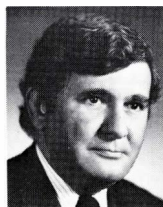
Education

Public Education

In Ontario, public education at the elementary and secondary level is administered by independent, elected boards of school trustees whose powers are conferred by provincial statute.

Elementary education, which may be extended to Grade 10, is provided through a non-denominational "Public" and a Roman Catholic "Separate" School system. The taxpayer assigns his property taxes to the system of his choice. Public secondary education is provided by a single high school system. However, non-denominational elementary and secondary education is administered by a combined school board which is termed a "Board of Education" on which representatives of Separate School supporters participate in matters concerning secondary education. A Board of Education provides elementary and secondary education in each municipality of the Metropolitan Area, while a single Metropolitan Separate School Board administers Roman Catholic elementary education.

Metropolitan Toronto School Board



William P. Ross
Chairman

Prior to the establishment of Metropolitan Toronto, the complete responsibility for public education rested with the local Boards of Education. But the enrolment

pressures and financial requirements generated by post-war growth were beyond the capacity of many of the suburban municipalities. Concurrent with and parallel to the formation of the Metropolitan Council, a Metropolitan School Board was established to assure necessary school construction, and to assist in financing the operation of the school system by sharing the resources of the area. The Metropolitan School Board, like the Metropolitan Council, consisted of members from local Boards of Education. It also included representatives of the Separate School system.

Provincial grants and Metropolitan funds were allocated through the Metropolitan School Board to meet Metropolitan-wide standards for school construction. Maintenance assistance payments were also provided to all local Boards on a uniform per pupil basis. The Metropolitan School Board was given certain additional duties and responsibilities, including the financing of special education facilities for handicapped children and the power to establish school attendance areas crossing municipal boundaries. Local Boards retained complete responsibility for the operation of their school systems. They were required to secure from local taxes the funds necessary for school operation and construction beyond the amounts provided by Provincial grants and Metropolitan subsidies.

In general, the Metropolitan School Board was able to overcome the serious problems which confronted the region with respect to school accommodation. Between 1954 and the end of 1966, more than \$480 million was spent on school construction, of which \$93 million came from the Federal-Provincial vocational school assistance program. More than 250 new schools and 550 school additions were built, providing approximately 235,000 new pupil spaces. Total enrolment doubled over this period, from 180,000 to 360,000, compared with a population increase of only

50%. New schools were provided both to accommodate growth in the developing suburban municipalities and to replace obsolete facilities in the inner city areas.

Despite the impressive record in providing school accommodation, wide disparities in the burden of school costs persisted. In 1963 assessment per elementary school pupil ranged from \$9,700 in Scarborough to \$40,600 in Forest Hill and \$45,700 in Leaside, and assessment per secondary school pupil ranged from \$34,100 in Scarborough to \$64,700 in Leaside and \$78,900 in Toronto. There were also great differences in school expenditures, ranging from \$378 per elementary school pupil in Scarborough to \$589 in Forest Hill and \$611 in Leaside. The 1965 Report of the Royal Commission on Metropolitan Toronto documented, "wide inequalities in burdens and variations in the range and standards of school services" available.

The restructuring of the Metropolitan Area in 1967 into six municipalities was accompanied by a change in the composition and function of the Metropolitan Toronto School Board. The composition was altered again in 1973 to reflect shifts in enrolment, population and assessment. The present membership is: East York,

East End High School—City of Toronto



one; York, one; Etobicoke, two; Scarborough, three; North York, four; Toronto, six. The Metropolitan Separate School Board appoints three representatives to make a total of twenty members.

Now, the Metropolitan Toronto School Board reviews local operating budgets and determines the funds to be made available for all through a Metropolitan-wide levy. This composite current budget is limited by Ministry of Education ceilings on per pupil expenditures. Capital debt is also the responsibility of the Metropolitan Board. The Area Boards have limited rights to secure additional funds for special purposes through the local tax levy.

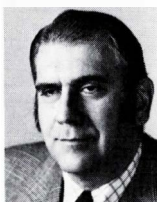
In the Metropolitan area, 607 elementary, secondary and special schools serve some 375,000 students. The 1975 composite current budget for public education in Metropolitan Toronto is approximately \$593 million dollars. This amounts to an average gross cost of \$1422 per elementary, and \$1999 per secondary, school pupil. Of this amount, the Province of Ontario provides \$197,000,000 or 33% through various grants and subsidies for both capital and operating purposes. The balance is raised through direct taxation on property.

Like the area school boards, the Metropolitan Toronto School Board is, in matters of education, independent in its relationship with its equivalent municipal corporation. The Metropolitan Council has no authority over policies, programs or personnel of the Metropolitan Toronto School Board even though the latter requisitions the funds it requires from the Metropolitan Corporation. The Board is actually a special purpose body under the control and influence of the Province, not of Metropolitan Council. It does, of course, work with Metropolitan and Area municipal corporations in a variety of matters but it is in no way subordinate to them.

In 1969, the Metropolitan Toronto School Board assumed direct responsibility for the education of retarded children. It now operates programs at nine schools and seven other locations for 1392 retarded persons who range in age from 5 to 21.

The basic objective of the Metropolitan Public School system is to provide an excellent and equitable standard of education throughout the Metropolitan Area. This is achieved by providing fiscal control through the Metropolitan Toronto School Board for distributing the resources of the Area, while retaining the autonomy necessary for the actual operation of the schools within the Area Boards.

Metropolitan Separate School Board



Joseph Grittani
Chairman



B. E. Nelligan
Director of
Education and Secretary

The Metropolitan Separate School Board provides a complete elementary educational program for Junior Kindergarten to Grade 8 and a secondary school program to the Grade 10 level. School taxes designated for the support of the elementary schools are levied by the Metropolitan Separate School Board and collected by the six Area municipalities. The separate school system also receives Provincial grant support for its schools. In 1975 the School Board budget was \$104,421,852.

The policies of the Board are established by 21 trustees, elected by those Metropolitan Toronto citizens who choose to support the Separate School system.

In recent years the Metropolitan Separate School Board has expanded rapidly to meet the demands of its supporters. The enrolment in April, 1975 was 91,568 pupils, an increase of 133% since 1960. The Board operates 163 elementary schools and 20 Catholic High Schools to the Grade 10 level. It has a teaching staff of 4,300. Five schools provide for 1,300 French speaking children from the junior kindergarten level.

The Separate School Board has been a leader in new educational concepts which include oral French at Grade 1 level, Junior Kindergartens, Family Life Education, and relocatable schools. It offers an extensive outdoor program and special classes for children with learning, emotional or physical handicaps.

Post Secondary Education

Almost every alternative of higher education, from technical to professional training, from liberal arts to applied science, is available at institutions located within Metropolitan Toronto. The area contains two universities, a polytechnical institute, a college of art and four community colleges. The Ontario Government, through its Ministry of Colleges and Universities, gives financial support to these institutions.

The University of Toronto, founded in 1827, is the largest University in Canada. It provides professional training in Engineering, Architecture, Forestry, Medicine, Dentistry, Nursing, Pharmacy, Food Sciences, Library Science, Law and Education. A provincial institution, it includes an internationally renowned school of graduate studies, fifteen faculties, three

federated theological colleges and nine arts and science colleges of which two are located on separate suburban campuses in Erindale and Scarborough. The student population totals over 50,000. The teaching staff is nearly 3,000.

York University, founded in 1959, has achieved international recognition as an institute of higher learning. More than 25,000 students are enrolled in York's ten graduate and undergraduate faculties which include Liberal Arts, Fine Arts, Science, Education, Law, Environmental, Administrative and Graduate Studies. Atkinson College is the largest institution in Canada for granting degrees to part-time students who are given a wide range of course options by a full-time faculty. Osgoode Hall Law School, which carries the name of the historic seat of the Law Society of Upper Canada, became the Faculty of Law of York University in 1968, bringing together a century of history and the stimulating intellectual atmosphere of a progressive young university. The Faculty of Fine Arts at York is the only school in Canada to grant degrees in dance and film and in Ontario to offer a Master of Fine Arts Program.

Ryerson Polytechnical Institute, established in 1948, began a new mission in 1971 as the prototype of a degree-granting "techniversity", offering Bachelor of Applied Arts and Bachelor of Technology degrees in the areas of applied arts, business, technology and community services. Enrollment is more than 8,000 day and 10,000 evening students.

The Ontario College of Art, from a small beginning in 1876 under the sponsorship of the Ontario Society of Artists, has achieved international recognition as an institution providing education in fine and applied art and industrial design. More than 1100 students are enrolled in a four-year diploma course. One thousand more receive part-time instruction.

Four community colleges are located in the Metropolitan Area.

- Seneca College of Applied Arts and Technology has six campus locations, five in North York and a sixth on a 696-acre site at King City in York Region. It offers 100 diploma and certificate courses in applied arts, business and computer studies and engineering technology, to 5,800 full and 37,600 part-time students. Seneca, one of Ontario's most progressive community colleges, has pioneered mobile learning. Its MILE (Mobile Intensive Learning Experience) is a series of mobile classrooms travelling across Canada and overseas as students earn academic credits while seeing and doing.
- Centennial College of Applied Arts and Technology, Ontario's first community college, serves eastern Metro with four main campuses in Scarborough, four sites for part-time learning and two nursing schools. A new campus at Progress Avenue and Markham Road will open in 1976. Centennial's more than 3,000 full-time students represent the highest increase in enrollment of all community colleges for 1975.
- Humber College of Applied Arts and Technology serves western Metropolitan Toronto from 8 campuses including two nursing schools. Among its 110 post-secondary courses offered Humber College has developed some unique subjects of instruction including Equine Studies, Funeral Studies, Explosives and Safety technology and Floor Covering Marketing.
- George Brown College of Applied Arts and Technology, the Community College of the City core, operates at five nursing schools and four general campuses. It boasts the federal government's largest manpower retraining program, with 4500 persons under instruction at all times and classes graduating nearly every

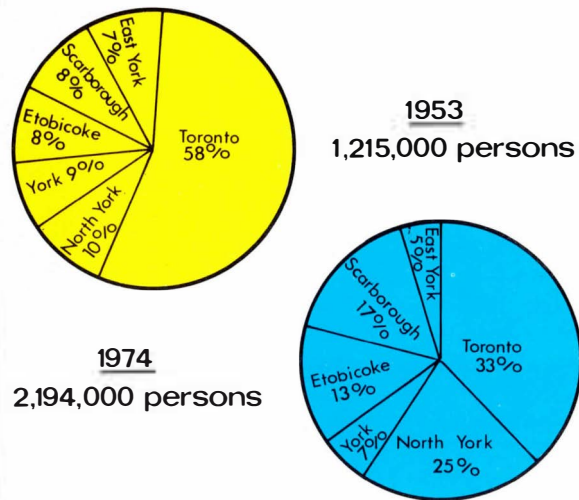
week throughout the year. George Brown trains up to 800 apprenticeship students on a full-time basis. The College will open its St. James Campus on King Street East in 1976 in a renovated building whose exterior blends with the historic street scape while enclosing ultra-modern educational facilities.

More than 4000 students, male and female, are enrolled in the two-year diploma nursing programs at Ryerson Institute and Metro's Community Colleges. Of particular interest is Humber College's Quo Vadis nursing school which trains mature students, 30 to 50 years of age. The University of Toronto through its Faculty of Nursing gives courses leading to the degrees of Bachelor and Master of Science in Nursing. Programs for nursing assistants are offered in regional training centres, community colleges and some high schools. On graduation, nurses and nursing assistants are registered by examination through the College of Nurses of Ontario.

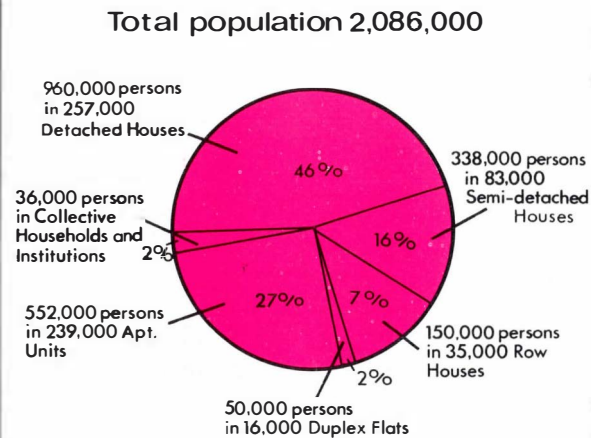
York University



Estimated Population 1953 and 1974 Metropolitan Toronto



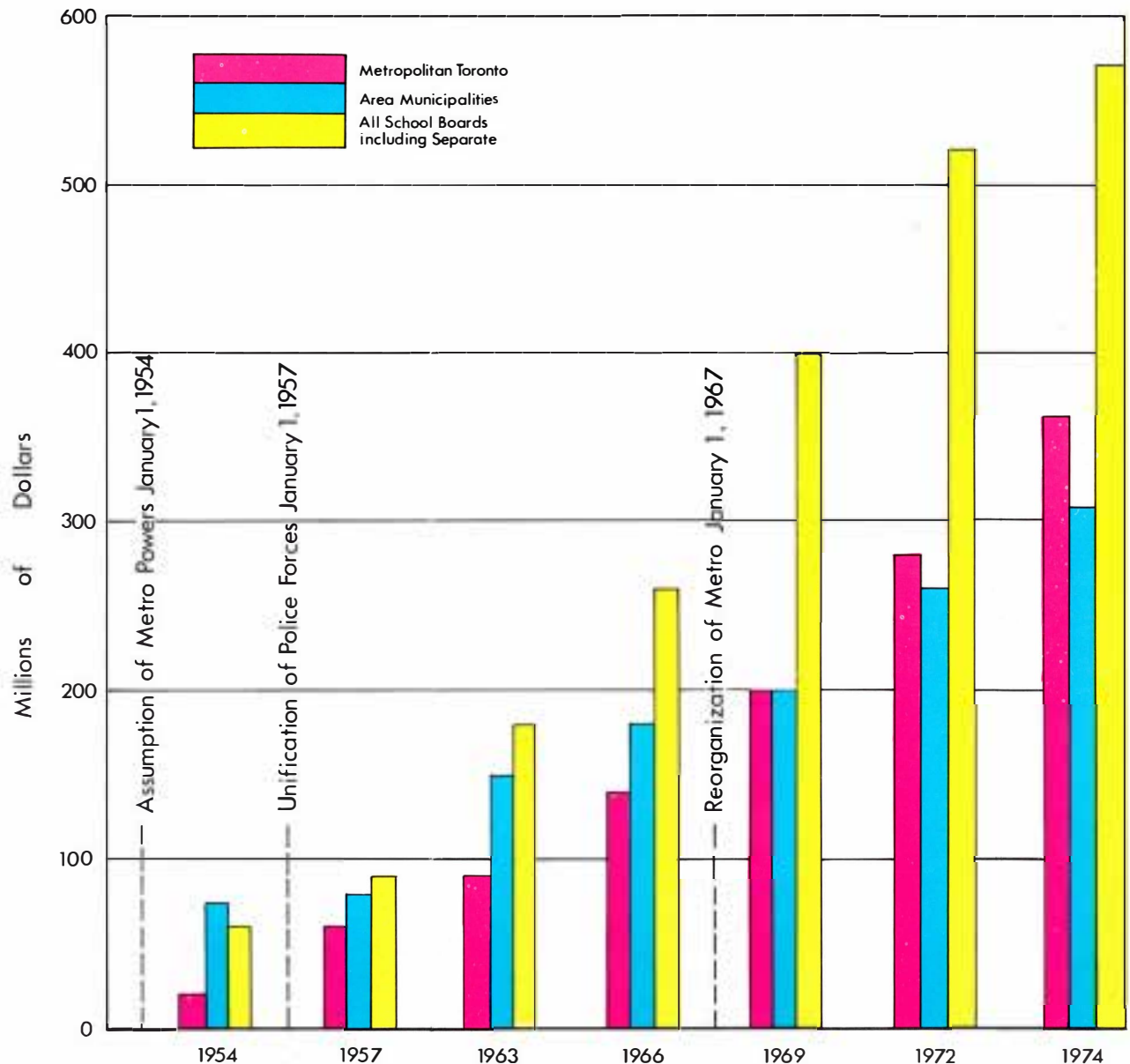
Population by type of occupied dwelling. Municipality of Metropolitan Toronto, 1971



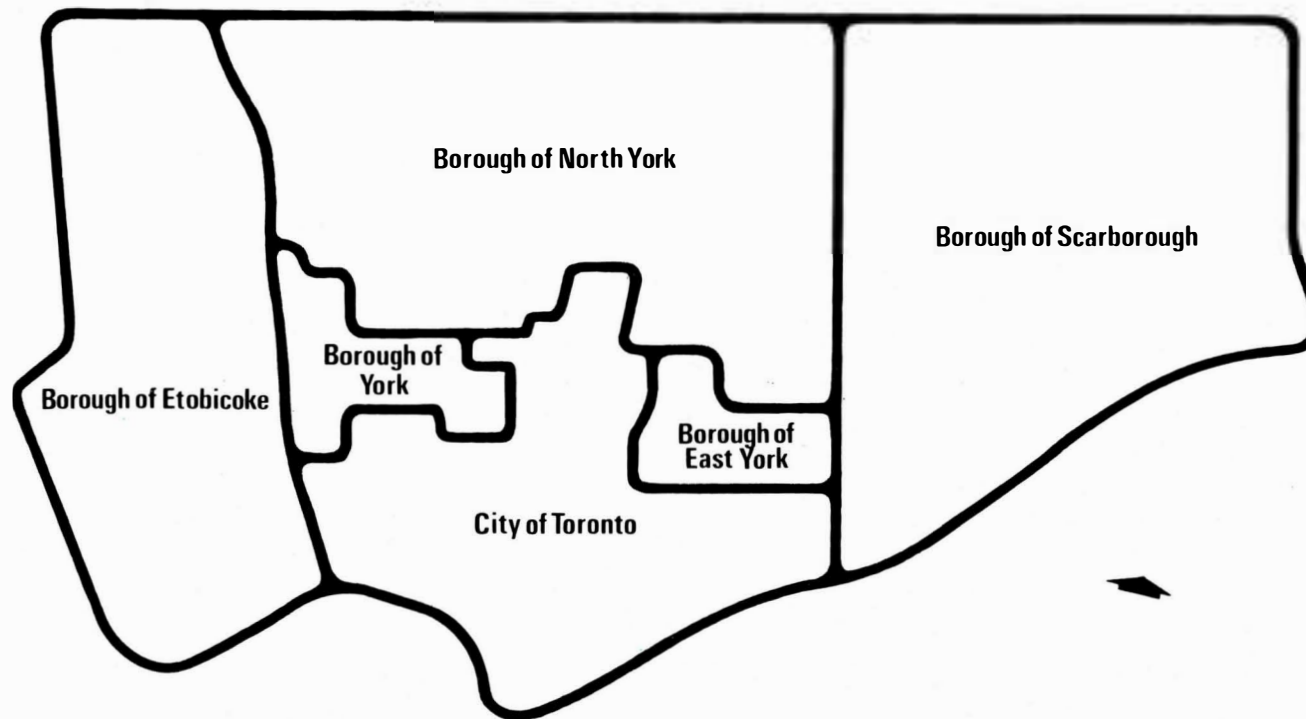
Derived from Census Canada Data
for June 1, 1971

Gross*Current Expenditures by Municipalities and School Boards in Metropolitan Toronto for selected years 1954-1974

* Includes grants from provincial and federal governments







The Municipality of Metropolitan Toronto as Reorganized January 1, 1967

Incorporated April 15, 1953